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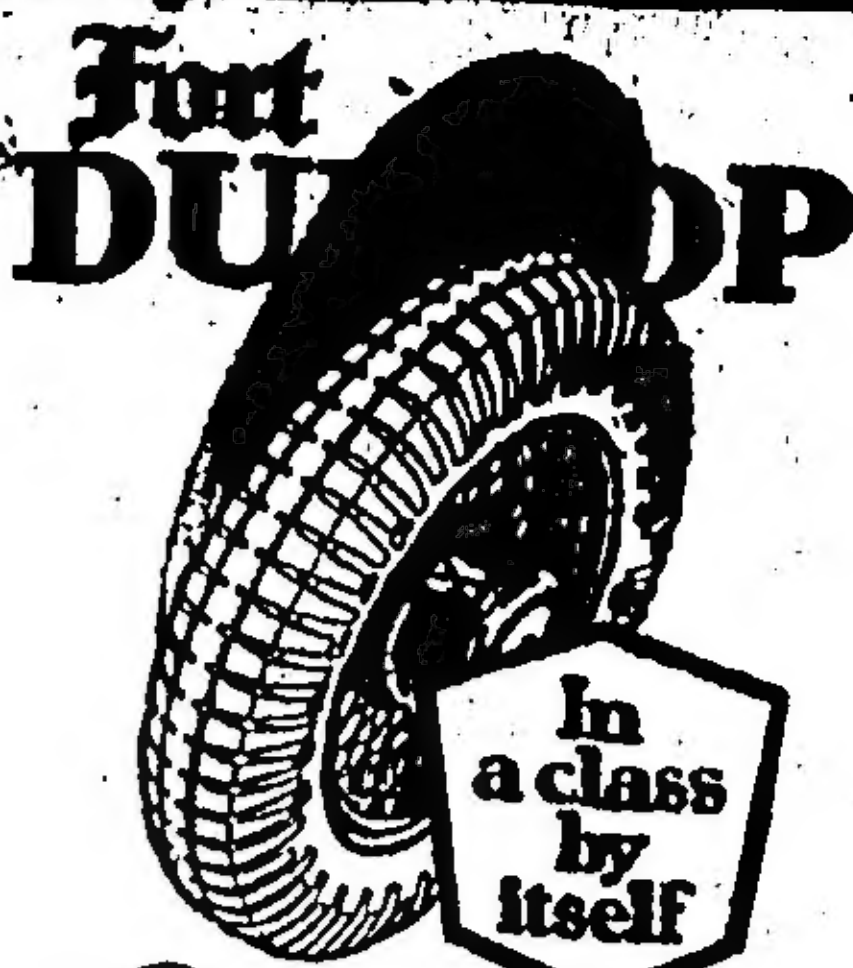
Local Weather Forecasting
For The South China Morning Post, Ltd.,
1 & 3, Wyndham Street, Hongkong.

The Hongkong Telegraph

FOUNDED 1881 六拜禮 號十二月八英港香 SATURDAY, AUGUST 20, 1932. 日九十月七

Dollar on Demand 18. 4d.
T. T. on New York—23.
Lighting Up Time—6.51 p.m.
High Water—11.30.
Low Water—17.50.

Library, Supreme Court.



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ANGLO-IRISH RAPPROCHEMENT OUT OF BLUE

AGREEMENT BELIEVED IN SIGHT

O'KELLY-THOMAS CONVERSATIONS

TARIFF WAR TO BE STOPPED

OTTAWA HOPES

Ottawa, Aug. 19.
Relations now existing between the Irish and United Kingdom delegates at Ottawa are so much happier that strong hopes are entertained that the Anglo-Irish quarrel will soon be a thing of the past.

The leading figures in the move towards rapprochement have been the Rt. Hon. Mr. J. H. Thomas and Mr. Sean O'Kelly, Vice-President of the Free State Council.

This highly satisfactory hint of a possible burying of the hatchet emanates from Irish quarters at the Imperial Conference, where it is stated that conversations between Mr. Thomas and Mr. O'Kelly have been directed towards what is termed "An agreement to agree."

This, it is suggested, is to be followed almost immediately by the removal, both by the United Kingdom and the Free State, of the recent militant customs tariffs.

LAND ANNUITIES TRIBUNAL

It is asserted that when the tariff war has been called off, the two governments will proceed, in an improved atmosphere, to work out the personnel of the Tribunal to consider the land annuities.

Only one doubt remains, namely, how far Mr. O'Kelly's amicable negotiations have the approval of Mr. de Valera. Hitherto the Irish leader's contribution to the art of negotiation has been refusal to accept any viewpoint or proposal other than his own.

BETTER UNDERSTANDING

The mellowing atmosphere at Ottawa has introduced a much happier frame of mind in the Anglo-Irish delegates regarding their joint problem and it is hoped that this will lead to a better understanding on a surer basis when they return home.

The United Kingdom delegation to-day spent an exceedingly busy morning signing agreements with India, South Africa and Newfoundland and preparing for the signature of agreements with Southern Rhodesia, Australia and New Zealand, which are practically complete.

Conversations between the United Kingdom and Canada were continued and their agreement is expected to be signed this afternoon.—*Reuter*.

SATISFACTORY.

Later.
The agreement between Britain and Canada has been initiated and will be signed at the plenary session to-morrow. The delegates describe the Conference as satisfactory and successful.—*British Wireless*.

RADIO TALK TO LONDON.

The Dominions Secretary, Mr. J. H. Thomas, who slipped away for a few minutes from the final negotiations at the Imperial Conference to speak from his room in Parliament House, Ottawa, to listeners at the Radio Exhibition at Olympia, London, four thousand miles distant, made, during his remarks, a cheerful reference to the progress of the Conference.

He said: "To-day with our colleagues from other parts of the Empire we are taking decisions, and to-morrow we shall be signing agreements which we hope and believe will bind Great Britain still more closely with our Dominions and the Colonies overseas. During these hours we are setting the seal on the success of our Conference, which I am sure will be a landmark in the history of the Empire."



Mr. Sean O'Kelly



Mr. J. H. Thomas

BEQUEST TO THE KING

EXILED MONARCH'S GRATITUDE

(Special to "Telegraph")

Lisbon, Aug. 19.

A bequest to His Majesty the King of England is made in the will of the late ex-King Manuel of Portugal.

A pair of large vases, bearing the Portuguese Royal Arms, which are at present in the dining-room of the late ex-King's London residence represent the gift to King George, as a testimony to his profound gratitude for His Majesty's kindness and friendship.

The ex-King of Portugal also requested His Majesty to use his influence to see that the provisions of the will are faithfully executed. Among other features of the will are a bequest to his mother of £4,000. The residue of the estate is bequeathed to the widow.—*Reuter*.

ARGENTINA AND LEAGUE

MOST LIKELY TO REJOIN

("Telegraph" Special).

Buenos Aires, Aug. 19.

Parliamentary circles consider that Argentina will shortly rejoin the League of Nations. The Foreign Minister yesterday made a statement before the Foreign Relations Committee of the Chamber advocating re-entry to the League.—*Reuter*.

A claimant is awaited for a German camera found in the possession of a suspect and now in the charge-room of the Central Police Station. It bears the trade inscription "Ruberg Futuro" and is contained in a case one end of which has the initials "E.C.K." scratched on the surface.

SHANGHAI-CANTON AIR MAIL SERVICE EXPERIMENT

TRIAL FLIGHT ALONG ROUTE TO BE MADE NEXT WEEK

(Telegraph Special).

Shanghai, Aug. 20.

A trial flight along the route of the proposed new Shanghai-Canton aviation service will be made early next week, according to information issued by the China Aviation Company.

SHANGHAI FLOODED

HOUR'S TERRIFIC THUNDERSTORM

HEAT AND HUMIDITY

(Our Own Correspondent).

Shanghai, Aug. 20.

A terrific thunderstorm broke over the city last night, torrential rainfall flooding the streets within an hour.

In some parts of the city, cars were temporarily stalled and rickshaws were struggling through the water more than knee high.

When the downpour slackened, the floods quickly disappeared.

Thunderstorms continue and the humidity and the heat are causing considerable discomfort.

21-YEAR LONDON HEAT RECORD

99 DEGREES AT GREENWICH

London, Aug. 19.

When London complained of undue warmth last week when the temperature passed the 90 degrees mark, they were comparatively well off.

To-day, the temperature registered at Greenwich Observatory was 99 degrees in the shade! In the middle of the afternoon, the temperature in the City reached 95 degrees in the shade.

The Greenwich recording was the highest since August 9th, 1911, twenty-one years ago, when it was 100 degrees.

A huge anticyclone still covers Britain and most parts of Europe and except for scattered thunderstorms, the fine weather and heat are expected to continue.—*British Wireless*.

COLONY'S CREDIT BALANCE

SHRINKAGE SHOWN IN MAY

The Colony's credit balance at the end of May showed a decline as compared with the position on April 30th, the comparative figures being \$12,714,131 and \$13,132,548.

Revenue during May totalled \$2,190,252, compared with \$2,451,293 in the same month last year, while the respective expenditure figures were \$2,603,668 and \$2,740,641.

From January to May inclusive, the revenue was \$14,448,098, compared with \$13,366,891 last year, while the expenditure was \$13,081,596 against \$12,053,464.

MOLLISON'S GREAT DOUBLE FIRST

TIRED OUT AFTER 30 HOURS' FLIGHT

AMY LEAVING FOR NEW YORK AT ONCE

MAY JOIN RETURN TRIP

ST. JOHN, AUG. 19.

AFTER THIRTY HOURS WITHOUT A WINK OF SLEEP, MR. J. A. MOLLISON LANDED AT PENNFIELD RIDGE, NEW BRUNSWICK, ABOUT FIFTY-FIVE MILES FROM ST. JOHN, NEWFOUNDLAND, HAVING COMPLETED A MEMORABLE FLIGHT.

When he was sighted over Nova Scotia this afternoon he was about three hours ahead of his schedule. It was calculated that he still had enough fuel to carry him on to New York and this was believed to be his intention, but he landed at Pennfield Ridge as he was feeling too tired to continue. Mollison is the

FIRST AIRMAN TO CROSS THE ATLANTIC IN A WESTERLY DIRECTION FLYING SOLO.

FIRST AIRMAN TO CROSS THE ATLANTIC IN A LIGHT AEROPLANE.

The fact that he was employing a light aeroplane makes the first achievement doubly brilliant. If he succeeds in completing the double journey he will, in the opinion of most aviation authorities, have achieved the most remarkable feat in the history of flying.

IT IS UNDERSTOOD NOW THAT MOLLISON INTENDS WAITING IN NEW YORK FOR AMY JOHNSON, HIS WIFE, WHO IS SAILING THERE AT ONCE. IT IS POSSIBLE THEY WILL ATTEMPT THE RETURN TRIP TOGETHER.

BARLEY-SUGAR AND BRANDY NIPS

Mollison landed at Pennfield Ridge at 11.45, equivalent to 17.45 hours British Summer Time.

When first sighted at Halifax some hours earlier, he had taken 24 hours and 10 minutes to fly the 2,440 miles from Port Marnock. Then apparently he lost his bearings in a coastal fog and did not make the progress towards New York that he might otherwise have done.

He landed perfectly with plenty of petrol, but declared himself to be too tired to go on.

After cabling to his wife, announcing his safe arrival, he accepted a cup of tea from his farmer-host, but refused solid food fearing possible ill-effects after his long fasting.

NIPS OF BRANDY.

He stated that in the course of the flight, he had eaten only barley-sugar and had had a few nips of brandy from the bottle which a kindly Irishman insisted on putting into his cockpit at the last moment.

He still had about ten gallons of fuel in his tanks. Mollison was flying a British-built monoplane, which he named the "Heart's Content."

WIDELY ACCLAIMED.

His great performance has been widely acclaimed and he is assured of a wonderful reception on his arrival in New York. Mollison is also the holder of the Australia-England and England-Cape Town records, and he has always used light aeroplanes for his ventures.

He has supreme faith in his small Moth aeroplane and declared before his departure that the main purpose was to demonstrate once again the superiority of British light aircraft.

AIR MINISTER'S CABLE.

The following telegram has been sent to Mollison by Lord Londonderry, the British Secretary of State for Air.



A recent portrait of Mollison standing in front of his plane.

LAST M.C.C. CHOICE

DERBYSHIRE SPIN BOWLER TO GO DOWN UNDER

COUNTY CRICKET

T. B. Mitchell, the youthful Derbyshire bowler, who has been selected as sixteenth man in the M.C.C. team for Australia, yesterday took five All-India wickets for 71 runs, bringing his bag for the match to ten wickets.

The inclusion of Mitchell in the Test team may occasion surprise in some quarters, though a closer analysis suggests that it may prove to be a very sound move. The M.C.C. team needed another spin bowler of the first grade and Mitchell is nothing but a spin bowler.

DISTINCT ASSETS.

He has done little of outstanding merit this season, his eighty odd wickets having cost about 20 runs apiece, but cricket has been so interrupted by rain that his opportunities have been appreciably lessened and wet wickets naturally do not assist a bowler depending so much upon spin as Mitchell does. There is no suggestion that he has fallen off in playing ability and on Australia's firm pitches he may prove a distinct asset.

THREE EXCITING FINISHES.

Derbyshire yesterday defeated All-India by a margin of nine runs in an exciting finish, Townsend and Mitchell sharing their wickets in a thrilling fourth innings.

Another sensational finish was provided by Leicestershire who beat Nottinghamshire by one wicket, after being in arrears on the first innings. Surrey also won by a one wicket margin, while Middlesex, thanks largely to a century by J. L. Guiso, making one of his rare appearances for the county, defeated Glamorgan by ten wickets.

The only match not brought to a definite result saw Lancashire take first innings points from Warwick.

Throughout the world generally, when economic conditions are

SHANGHAI UNEASY

SINO-JAPANESE BITTERNESS

CHINESE ASSOCIATION AND BOYCOTT

(Our Own Correspondent).

Shanghai, Aug. 20.

Sino-Japanese bitterness continues to intensify. The Mayor's reply to the Japanese Consulate-General's protests is interpreted in Japanese circles as refusal to take any serious steps in the matter.

Meanwhile, Chinese public associations continue to announce their support of the anti-Japanese boycott.

The yen exchange continues to decline daily and forward buying indicates that further low levels are probable. Deliberately depressive agencies appear to be at work. The yen in London yesterday was quoted at a par with the Hongkong dollar.

FORMER AUSTRIAN CHANCELLOR

DEATH OF DOCTOR SCHOBER

Vienna, Aug. 19.

The death has occurred of Dr. Schober, former Chancellor of Austria.

Prior to his becoming Chancellor in 1921, he was Chief of Police. His first Cabinet did not last long, being overthrown in 1922, and Dr. Schober then returned to his police post. In 1929, he again became Chancellor of a Coalition Cabinet, and was later replaced by Dr. Seipel.—*Reuter*.

LOCAL DOLLAR ADVANCE

With silver up both in London and New York, the Hongkong dollar rose 1/8th this morning to 18. 4d. The local market is, however, dull, and the inter-bank rate is unchanged.

In London, silver advanced 5/16ths, India and China bought and sold, and speculators bought, the market closing quietly steady. After the official fixing, the market ruled dull, with America inclined

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CONTRACT
BRIDGE

By W. E. McKenney.

Four-card suit bidding plays an important part in contract bridge, but it is surprising to note the great difficulty most people have in playing four-card suits. When playing a four-card trump suit, be careful to size up the situation and see if cross-ruffing is not the proper method.

♠ A-Q-10-7
♥ J-10-6-4-3
♦ K
♣ 10-8-2

♠ J-8-3
♥ Q-9-5
♦ Q-10-9-4
♣ J-6-4

NORTH
WEST EAST
Dealer SOUTH

♠ 9-6-5-4
♥ A
♦ 7-6-3-2
♣ A-K-Q-5

The Bidding.

South, the dealer, bid one club. West passed and North, using the "One-over One," bid one spade. East passed and South bid three spades. Many players with North's hand might now show the heart suit, by bidding four hearts, but North has found his partner satisfied with the spade suit and the showing of a second suit might invite the opponents to lead a trump, therefore North went to four spades.

The Play.

East led the ace of diamonds, dummy played the deuce, West the nine and North his singleton king. East continued with a small diamond. West played the

A SUMMER
PRECAUTION

The hotter months invariably bring stomach and intestinal upset. Food so quickly becomes tainted and is often eaten without suspicion. A precaution that will help to prevent the evil effects of this is an occasional dose of Pinkettes, the dainty little liver and laxative pills. Pinkettes gently yet efficiently cleanse the internal passages, removing any irritant substance before it has time to do real harm. Keep your internal passages clear and clean by an occasional dose of Pinkettes. They will help to keep you cool, cheerful and free from stomach and bowel trouble this summer. All chemists sell Pinkettes.

queen and the declarer trumped with the seven of spades.

To attempt to pick up the trumps now would be the declarer's downfall. His proper play is to lead a small heart and win in the dummy with the ace. He should then lead a small diamond and trump in his own hand with the ten of spades. A small heart should be led by declarer and trumped in dummy with the four of spades.

Before leading another diamond, North should cash his ace, king and queen of clubs to prevent a possible discard. The seven of diamonds should be returned from dummy and trumped by declarer with the queen. A small heart is next played from the declarer's hand and trumped in dummy with the five. Declarer now leads the six of spades from dummy and wins in his own hand with the ace. The jack of hearts is led by declarer, East plays the king, dummy trumps with the nine of spades and West overtrumps with the jack of spades, which is won by East with the king.

By cross-ruffing the hand out, the declarer has made four spades.

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Melt a cake of Palmolive (by shaving it, then heating in 4 cups of water till the soaps dissolved); pour this liquid balm into a tubful of warm water. Step in. Let yourself relax completely. Now massage the body with lather from another cake of Palmolive. After a thorough rinsing, you'll want to step out, go places, do things! See if you don't.

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Just look at this test tube—you women who value complexion beauty. You who know full well the priceless cosmetic effect of olive oil. Here the camera shows you the exact amount of olive oil that goes into every cake of Palmolive. This is why women consider Palmolive as more than soap—a priceless beauty treatment. Blended with this olive oil are oils from palm trees—just enough to give a thick, rich, workable lather. No other fats whatsoever!

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6-inch test tube
showing exact
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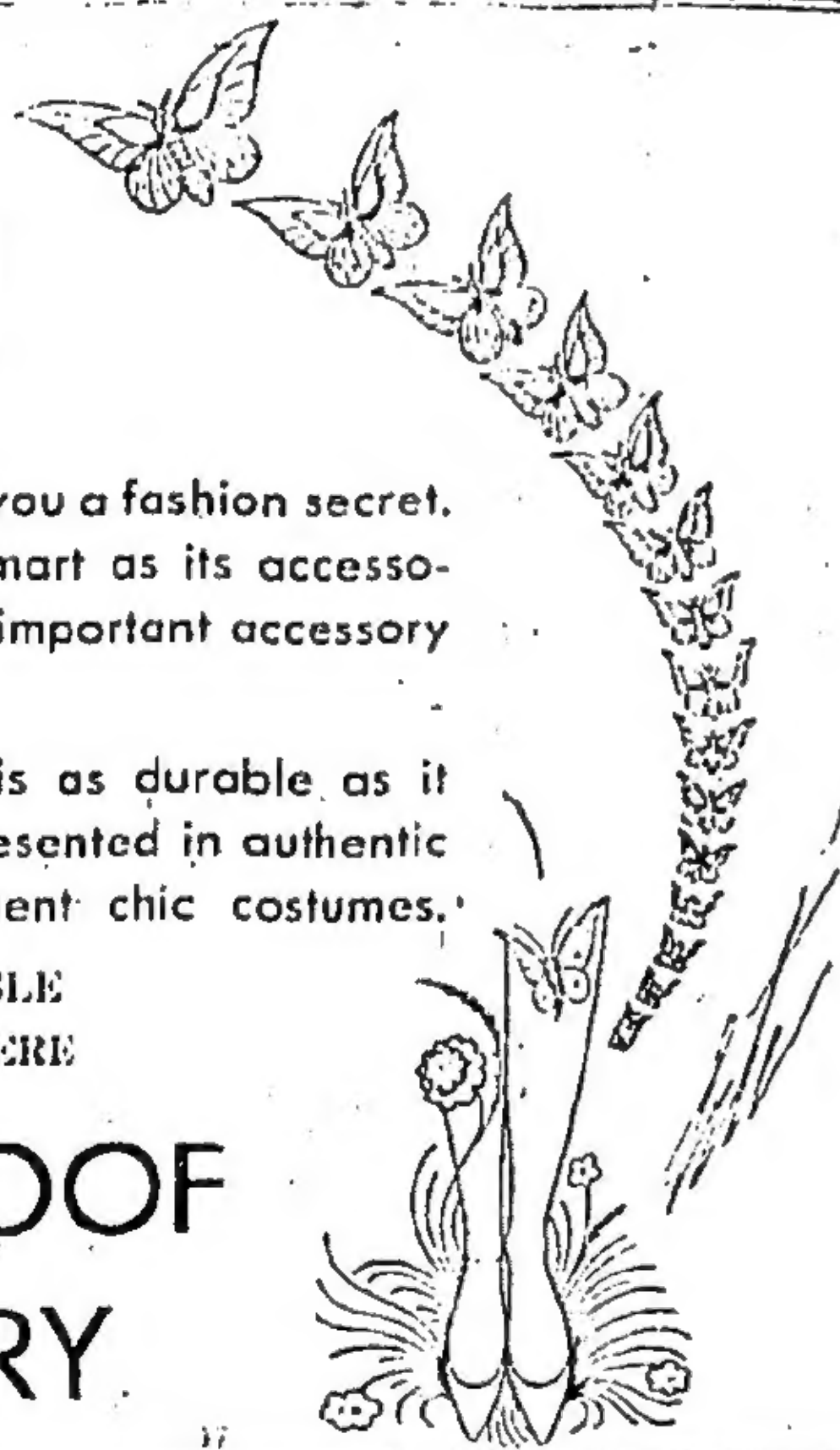
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MINIMUM TARIFF

AGREED IN INDO-CHINA-
JAPAN TRADE PACT

Paris, Aug. 19.
The Franco-Japanese commercial treaty, signed in Paris on May 13 was enforced last night. It deals exclusively with trade between Japan and French Indo-China and provides that each country apply a minimum tariff to imports from the other.

Indo-Chinese exports chiefly affected by the treaty are maize, rubber, teak and minerals. Coal and zinc ore will be allowed to enter Japan duty free.—Reuter.

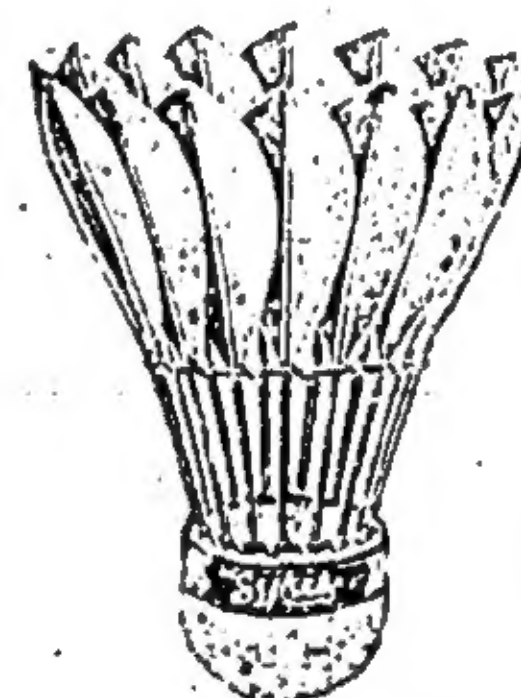


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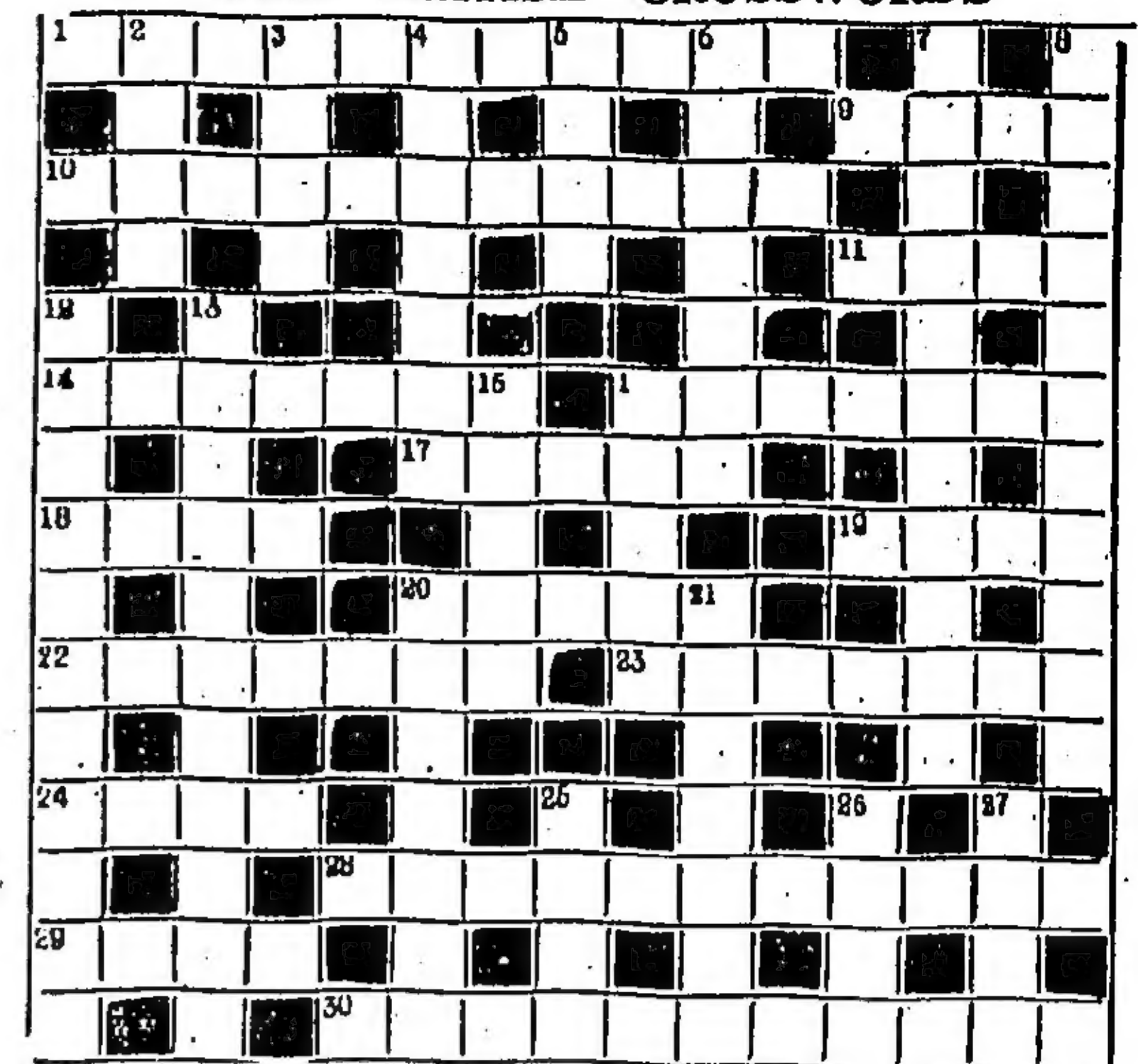
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OUR BRITISH CROSSWORDS



Across

- 1 These sick people cannot be said to have been taken in.
- 9 One would not expect to be cheated in this market.
- 10 Here apparently the press-gang is still at work (two words).
- 11 Spring is in the lane.
- 14 Opportunity.
- 16 Odd but even in the middle.
- 17 What the national race is.
- 18 Jameson's achievement.
- 19 A small part of Pinchley.
- 20 In the middle I drew back, it's incomprehensible.
- 22 This letter will give you a start.
- 23 Let Abel (anagram).
- 24 Diverted when after morning.
- 28 A national saint is a buffoon when cheerful (two words).
- 29 What may be changed in warmer weather.
- 30 Describes a really plain face.

Down

- 2 Even during trade depression this sort of customer is not welcome.
- 3 Father has the French at heart and makes an excuse.
- 4 This decides who shall go in.
- 5 Jane perhaps on circuit.
- 6 1 across are this by a qualified 15 down.
- 7 Lucifer for example (two words).

- 8 Crayon (two words).
- 12 Tour in quest (anagram).
- 13 Doctor who relies for success on his own charm (two words).
- 15 Sometimes taken in expection.
- 16 Sound as if it's nothing.
- 20 Those with this defect are not equipped to see through an obstacle.
- 21 Gigantic Bunyan character.
- 25 This sort of service always suggests a fault.
- 26 The heathen have a try with this.
- 27 Tantalizing meals?

Yesterday's Solution.

MANDRILLS GALOP
OUI OUI TLOA
NIGHT GERMANDE
AHL HANGET
DETRACT NUOLUE
COUNTELD ELL
LEANDER SESSION
OFTEN GUN G
VESTIGETAKESIB
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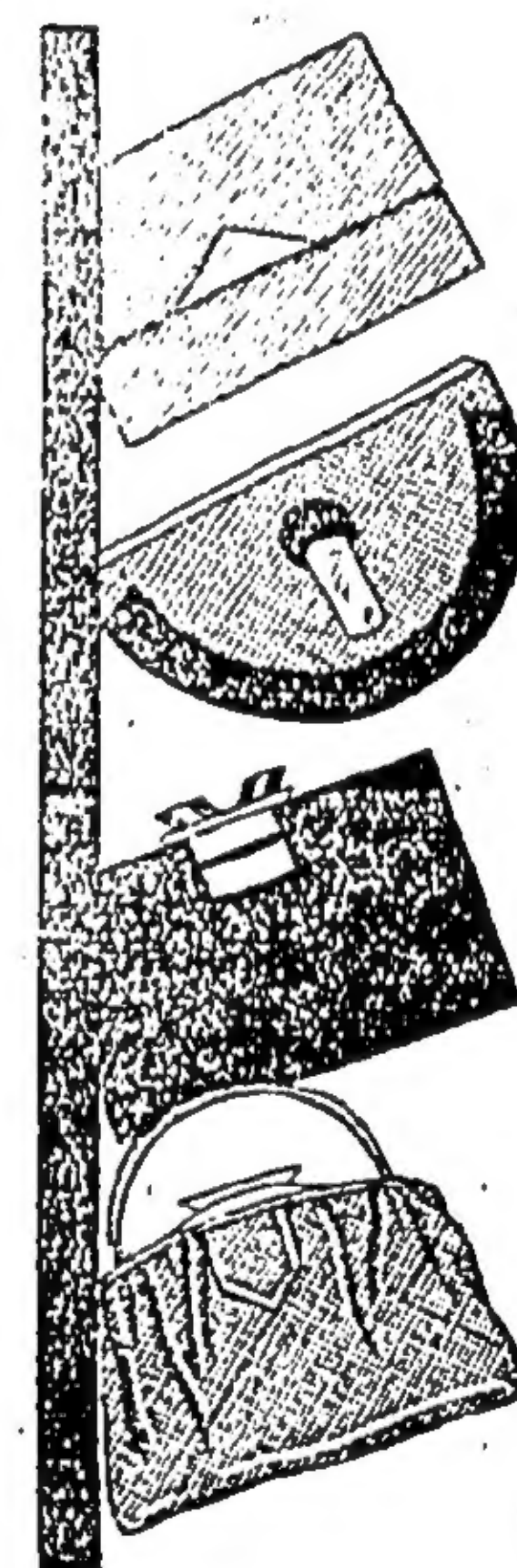
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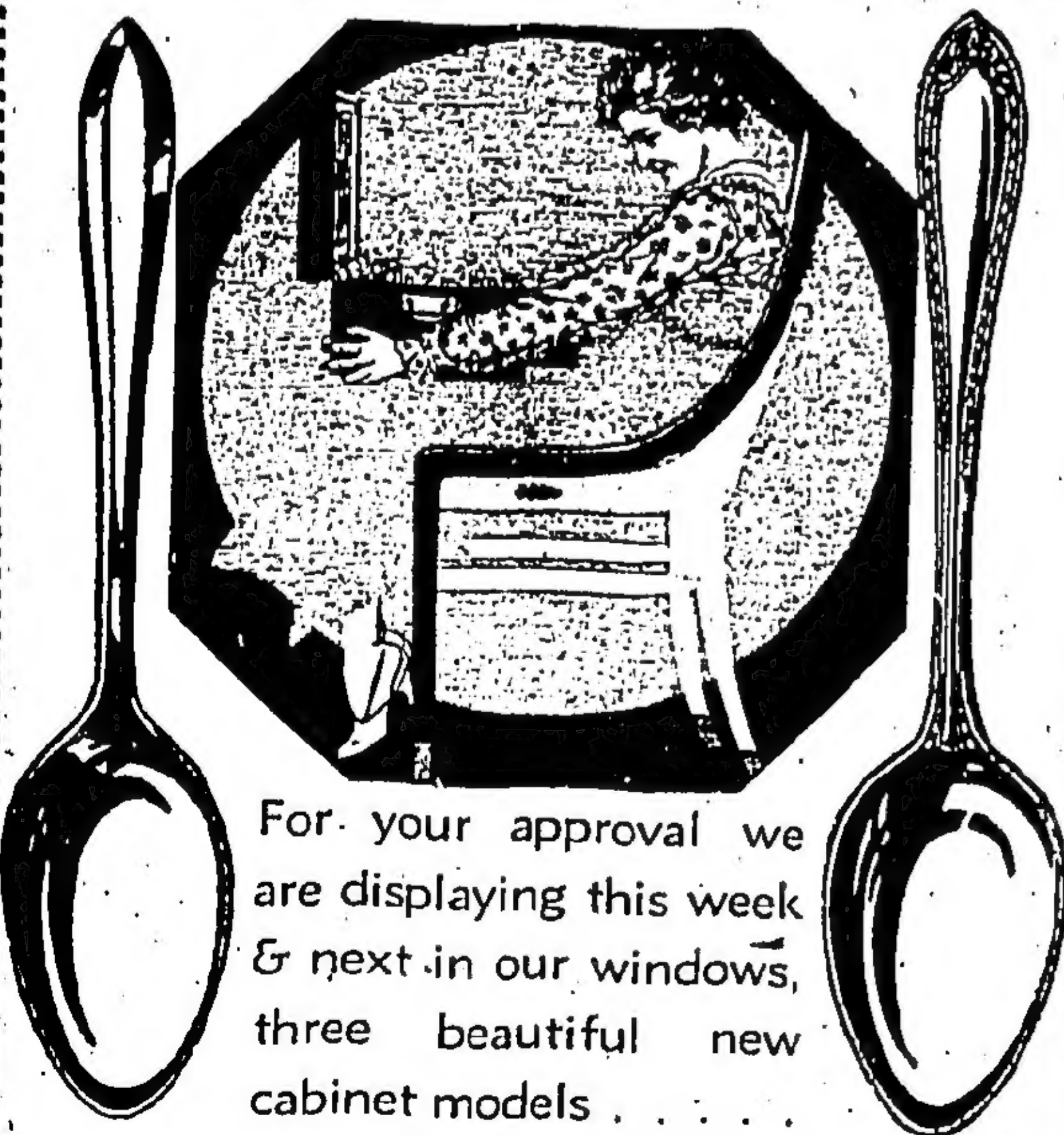
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**The
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SATURDAY, AUGUST 20, 1932.

THE WATER QUESTION

Interesting as the Legislative Council debate on the rider main question was, it was rendered largely academic from the fact that, after due consideration of all the factors, the Chinese representatives were prepared to accept the principle of abolition. If we are to judge from Mr. Kotewall's speech, however, it was not so much a case of conversion to the official viewpoint as a recognition of the fact that the Government had made up its mind to accept the advice of its experts in deciding to abolish the system. The case for rider mains was extremely well put by Mr. Kotewall; even opponents of his views must concede that much. The arguments were well marshalled, and especially pertinent was the evidence adduced to show that, in other days, the official attitude had been that the rider main system, so far from causing wastage, was introduced in the belief that it would have a precisely opposite effect. But, in view of the Chinese willingness to accept the principle of abolition, there is little purpose to be served in further argument on the point. The plea for postponing abolition for a period of two years has not been conceded, but the Government has at any rate made a gesture of goodwill in deciding to bear the cost of installing and connecting meters in unmetered houses in the rider main districts to all who make application by the end of October. It is to be hoped that this concession will prove acceptable to those concerned.

Whether the rider main system has or has not resulted in water wastage, there can be no two opinions on the point that a direct service, uniformly applied, is by far the more satisfactory method of distribution. In this connexion, it is claimed that the meterage system will ensure that the premises where water is

wasted will be charged for such waste, and that this in itself will tend to check waste. Alternatively, it is contended insofar as it does not have this latter effect, revenue will be increased. We have contended before, and still do, that meterage of itself cannot prevent wastage: it may detect it, but that is quite another matter. In any event, there is nothing to prevent the wealthy from wasting just as much as they see fit to do. There is the further point, which was in no way disposed of by the Legislative Council debate, that when it comes to serving several floors of tenement houses with one meter, it will not be an easy matter to apportion excess consumption as between the various tenants. Occupiers who have been meticulously careful in the use of water would certainly not relish having to bear part of the cost of wastage resulting from other people's thoughtlessness or indifference. Of one thing we may be sure, namely, that the landlord will see that he comes out on the right side. But what of the poor tenant?

On the general question of the Colony's water supply and the financing thereof, the Government is apparently to go into the whole matter when the full implications of the new undertakings are more clearly visible. It is not suggested that water will be made any cheaper, but there is a hint that the incidence of payment will be more equitable. This brings up the problem of rating, which has long called for revision. Not one resident in a thousand probably knows the conventional divisions of the general rate, and, in any case, it is to be questioned whether these are at all fair in their incidence in respect of varying localities. There is certainly a call for revising the whole basis of the Colony's rating system, and not the least difficult aspect of the question is that relating to the water supply.

World Crisis: What is Normality?

The idea of normality is deeply ingrained in political thinking. It may well be that it has misled us, and that instead of perpetually straining after what we are pleased to call normality, regarded as a starting point for future progress, we would do better to accept existing conditions as our starting point. During the War everybody appeared to think that when the conflict was over the world would return to pre-war days. But the whole circumstances of living had changed, and it is a foolish waste of energy to endeavour to retrace our steps. After the war, we were living, as it were, in a new world. Yet immediately we fell into the mistake of considering the post-war years to be "normal." In many respects those years were excellent. For some countries they were disastrous, but speaking generally, they registered an immense advance. They were, on the whole prosperous years. They not only stimulated production and consumption but they gave fresh conceptions and a wider outlook. They were followed by the present economic depression. At once it was assumed that the boom period had been "normal," and that the present difficulties are "abnormal." Yet it is just as reasonable to suppose the opposite to fit the facts. In any case, we should ascertain first in what direction it is now desirable to proceed. It may not be at all desirable to get back, say, to 1929, when prices, wages, and values were admittedly inflated. It is at least possible that a certain deflation is necessary in order to reach the imaginary condition known as normality. It is plain that readjustments of the most drastic character are needed. The relations of production and consumption have become unreal. Wages and prices no longer march in step. The interdependence of nations is proved in many ways, but cutting athwart it is the recrudescence of the attempt to establish national independence. There is unquestionably a disquieting current in the air, and it is no longer correspond to needs and facts. In short, we are reading

DAY BY DAY

ALL LINES OF THE HUMAN FACE HAVE SOMETHING EITHER TOUCHING OR GRAND, UNLESS THEY SEEM TO COME FROM LOW PASSIONS.—George Eliot.

Tenders are being invited for site preparation and erection of a clinic at Tsimshatsui.

Victoria Gaol and the Laichikok Prisons are declared to be houses of detention under the Vagrancy and Deportation Ordinances.

His Excellency the Officer Administering the Government has appointed Mr. G. S. P. Heywood, B.A., B.Sc. (Oxon.), to be Professional Assistant at the Royal Observatory.

His Excellency the Officer Administering the Government has, in accordance with instructions received from the Secretary of State for the Colonies, been pleased to recognise Mr. R. J. F. L. O'Neil, as Vice-Consul for Argentine in Hongkong.

The hours for the conduct of public business in Government offices in the Straits Settlements are in future to be from 9 a.m. to 4 p.m. and on Saturdays 9 a.m. to 1 p.m. This means an extension of half an hour. Previously work began at 9.30 a.m.

Mr. T. W. H. Hosegood, Assistant Harbour Master, residing at 1, Leighton Hill, has reported to the police the theft of a barometer valued at \$75. It was stated that the instrument was taken from the hallway of the premises some time between 5 p.m. and 9 p.m. yesterday.

New Regulations provide that no person shall without the written permission of the Head of the Sanitary Department and the Medical Officer of Health sell or offer for sale any non-sterilized drinks in the preparation of which fruit juice or herbs (other than tea) are used or sell or offer for sale the jellies known as leung fan and man tau lo.

WATER LEVELS

WEST NORTH AND EAST RIVERS

The following table issued by the Kwangtung River Conservancy Commission shows the height of water in English feet on the dates named in the West, North and East Rivers:

	Highest on record.	Lowest on record.	Aug. 19	Aug. 20
West River at Shihshing ..	441.7	0	27.6	24.4
North River at Tsingyun ..	441.7	0	9.0	7.9
East River at Samahil ..	27.3	-5.3	17.6	17.6
Shikung ..	115.5	-2.5	4.7	4.6

ments are called for. But these readjustments may be hindered instead of helped if we are obsessed with the view that they can only be obtained on the basis of a reversion to the immediate past. It is, at any rate, conceivable that there was something in the immediate past that was essentially permanent, and to try to stabilise the provisional would be a foolish waste of time.



of us you'll want to live with. You see, we couldn't come to any agreement.

Bulls and Inners

From the Office Butts

This is the month when local anglers see tremendous fish in the reservoirs. Next month they'll wish they hadn't said so!

During the oppressive weather, counsel at the Supreme Court have been seen to seek their handkerchiefs with Eau de Cologne. Now we understand the meaning of the term "refresher."

Naturally enough, the assets which freeze most easily are those which are well watered.

The anti-depression slogan:—"There's a great day coming—buy and buy!"

In a divorce case, a woman accused her worse half with having "abused, cursed and struck" her "in a manner unbecoming a husband." It would be interesting to learn how these things may be done in a becoming manner.

We hear of a local resident who, on taking up motoring immediately made a great hit.

She was only a skipper's widow, but she soon had a second mate.

If the depression has done nothing else, it appears to have done much to cut down the old-time hostility towards work.

Drunkenness is vanishing from England, we read. So it's no longer a tight little island.

"When the atom was split," says a scientist, "we found that its power fell far short of our expectations." Evidently it was not all it was cracked up to be.

British politicians no longer duel, as still they do in some countries. But some of them certainly can fence!

"You've converted me," as the War Loan said to its owner.

A boy scout recently kept a baby amused for over an hour. His "Goo" deed.

An exhibition of old taxis and hansom is to be held in London shortly. A cab array show.

New Definition:—Candour is the art of saying what one thinks in order to demonstrate that one is capable of thinking of something worth saying.



LANDLADY: I am sorry you do not think the chicken soup is good, Sir. I told the cook-boy how to make it, but perhaps he did not catch the idea.

BOARDER: No, I think it was the chicken he didn't catch.

There's Siberian town named Yannyazpobunt. One of these days, a cyclone will form in this region, and then the ZBW announcers will be tongue-tied.

A reader wants to know why some people should be pestered by mosquitoes more than others. Suppose they've got more insects' appeal.

Talking of the financial outlook, money certainly ought to be "easy." Whenever it is, it seems to be resting.

A tearless onion has been produced. We presume that all steak-and-onion devotees will now cry just for sheer joy.

A music critic says all good singing is heavenly. On the other hand, the most we can say for some ordinary singing is that it's unearthly.

One of the paradoxes of the age is that frozen assets make things hot for business.

Close relations are usually distant when you try to borrow from them.

The local Nudist appear to have retired from the limelight. What about a "Come to the Nude Territories" campaign?

We suppose these people who are tired of the old tunes could be described as fresh air fiends.

There were immense crowds at the Olympic Games. The power fell far short of our expectations of a tourney.

Can one really train a nullah in the way that it should go, Or rider main in Aqua Para stakes?

All these posers make me duller, Weighing every con and pro. For the more I think the more My poor head aches. Is a Puisse Judge a small one, Is an "I.G.P." a "veg," Or does "C. S. O." mean See us owe a lot? Is an "A. S. P." an adder, Or "C. Vt. S." a hedge? And does "P. O. Q." just stand For Tommy-rot? Does one really need a ladder, When enjoined to watch one's steps? Or can patient's patience patients' Patience make? This language makes me madder. And I flounder in the depths, —That was a dream! Thank goodness I'm awake! —CYN.

Sailors may have a wife in every port, but some of our local girls seem to have a pal in every ship.

One of the world's puzzles is why all these remedies to cure hair with a single application are usually put up in such large bottles.

Party labels are now said to have been almost adjusted for the coming election in the United States. Party libels will follow.

Lots of motorists who pride themselves on being law-abiding slow down when they hear a motor-cycle coming.

The millennium will have arrived when politicians can be sued for breach of promises.

Things are getting so bad in Hongkong that you can stand at one spot and count \$100,000 worth of motor-cars inside ten minutes.

The world is getting better in some ways. You seldom see a man photographed with his chin in his hand.

Liquid rubber is now being pressed on to motor-cars as an excellent protective covering. May be an idea here for pedestrians.

THE FLAME THAT FREEZES

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Third Prize \$20.00
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In addition to the Cash Prizes The Eastman Kodak Company offer a Special Prize which will be known as the—

EASTMAN KODAK PRIZE.

A 1932 Model Kodak 616 with f.6.3 Anastigmat Lens, which will be awarded for the

BEST STORY TELLING PICTURE.

SECTION FOR SCHOOL CHILDREN.

Messrs. Waibel & Co. ("DEFAG") offer six "AGFA" box cameras to be competed for by school-children. These will be awarded to best six pictures in this class.

Bathing Scenes, Picnic Illustrations, Local Beauty Spots, Typical Chinese Studies, etc. All photographs must be of subjects taken in the Colony.

Photographs may be submitted forthwith, and it is intended to reproduce selected pictures in the *Telegraph* Pictorial Supplement as from the first Saturday in July. The Competition will close on August 31st, 1932.

The following rules will govern the Competition:—

- 1.—The Competition is confined exclusively to amateur photographers.
- 2.—The prizes will be awarded to the competitors sending in what are adjudged to be the best photographs submitted up to August 31st, 1932. In the event of two or more photographs being considered of equal merit, any or all of the prizes will be divided accordingly. The decision of the Judges shall be final.
- 3.—The right to publish any or all of the entries in the *Telegraph* Pictorial Supplement is reserved.
- 4.—Photographs which have been already entered in local competitions will be ineligible.
- 5.—No photographs will be returned.
- 6.—Photographs, preferably in black and white, must be addressed to the Editor and must bear on back the name and address of competitor.
- 7.—No correspondence will be entered into in connexion with the Competition.
- 8.—The six "Agfa" cameras donated by Messrs. Waibel & Co. ("Defag") may only be competed for by local school-children. Each entry in this section must bear the name of the competitor together with that of his or her school.

THAT "SNAP" MAY WIN \$60.00!

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LAURENTIC'S TREASURE

One bar of gold of an estimated value of \$20,000 has been recovered by the Mallet Salvage Company's steamer Estoy, which has been engaged since the beginning of June in the recovery of bullion from the White Star liner *Laurentic*.

The vessel was sunk in January 1917 off Lough Swilly, Donagh, Ireland, while taking \$6,000,000 in gold to America, and \$5,000,000 was recovered by Admiralty divers in 1919.

The salvage operations are being considerably handicapped by unfavourable weather. The gold, too, is deeply embedded in the sand.

NATIONAL STUD'S FUTURE

TO BE CLOSED EARLIER THAN EXPECTED

The National Stud in Ireland is to close to an end sooner than was generally expected and that all the brood mares and foals may be sold before the end of the year, presumably at the Newmarket December Sales.

The history of this establishment at Tully, Co. Kildare, in its present form dates back to 1915, when Lord Wavertree, then Col. W. Hall Walker, offered as a gift to the nation practically the whole of his thoroughbred stock available for breeding. Further, he undertook to sell to the Government, at a fair valuation, his stud farm at Tully and racing stables at Russley in Wiltshire.

After some hesitation this offer was accepted and Sir Henry Greer was appointed Director of the stud farm. It has been the custom each season to sell the majority of the yearlings bred at the National Stud, but a few have been leased to the Earl of Lonsdale for their racing careers.

Sandown Success.

One of the fillies leased in this way, *Myrobella*, won a £7,250 race at Sandown Park, while another good two-year-old leased by Lord Lonsdale, *Nun's Veil*, was successful at Newmarket. Two-thirds of stake winnings go to Lord Lonsdale and the balance to the National Stud, which therefore benefits substantially by the result of the race.

The accumulated trading profits since the establishment of the National Stud up to 1929 amounted to £118,883. More recently results have been disappointing, and the annual sale of yearlings at Newmarket recently was not of a successful character.

COMEDY GOLF IN DELUGE

PUTT THAT FLOATED OUT OF THE HOLE

There was a sudden termination to golf in the £750 tournament on the Royal Portcullis Links, a deluge of rain making the game so farcical that the officials had no alternative but to join the efforts of the elements and "wash out" the day's play.

About 30 of the players started out in the second round of the 72-hole stroke competition in a deluge of rain, and many of them looked more like fishermen than golfers, covered, as they were, from head to foot in waterproof clothing.

Many embarked upon an adventure, uncomfortable at the start, and in the end quite ridiculous, with the putting greens miniature lakes.

A "Trout Stream."

The fifth green is built on the slope of a hill, and there was what was described by James Bradbeer, a campaigner accustomed to uncomfortable weather conditions, as a "trout stream" running across it.

Bradbeer was comparatively fortunate, for he managed to find the hole after playing three shots with a mashie niblick on the green.

Ernest Whitecombe hit the ball five times on the green, but never with a putter, before he could hole out in eight.

This green was probably the worst of all, but there were few opportunities of taking advantage of the rule which permits of moving a ball from casual water. Some of the holes had been cut in hollows, and a more by luck than judgment that a ball could be pitched into the submerged hole.

Hugh Roberts, the Stoke Poges professional, played four mashie niblick shots on the fourth green before he eventually holed the ball, which had pitched over the hole and floated out again.

"I felt I wanted to put my foot on the ball to keep it in the hole," he said.

Hasty Meeting.

In such circumstances golf was impossible. The early starters stopped at the sixth green, their marker having returned to the clubhouse to seek advice.

The couples following were held up, and joined in a protest to the committee, but the rules do not permit a golfer to suspend play in a stroke competition, and a woman spectator, who was sheltering, pluckily agreed to take the place of the marker and proceed with the players who had no marker.

A meeting was hastily convened, and after consulting the Profes-



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sional Golfing Association it was decided to cancel the whole of the day's play.

The decision was conveyed to the players, who returned to the clubhouse looking like shipwrecked sailors. A fleet of cars was requisitioned and the players, soaked to the skin, were rushed to their hotels where warm baths and hot drinks were in great demand.

Arthur Havers, who was one of the leaders when play began, was out in the torrential downpour. He started quite well in the circumstances with 5, 6, 4, 3, 6, but he somehow managed to steer a course in an archipelago, sometimes going into the rough or a bunker for "dry land."

Abe Mitchell must be counted unlucky. He was due to start in the afternoon, but his partner having scratched he was given a starting time which coincided with the height of the storm. He was amazed. He started with figures better than par—4, 3, 4, 3—and appeared to revel in the water sport.

The irony of it all was that within an hour of play being cancelled the water had cleared away and the course was playable, but the decision was then irrevocable.

There is no precedent for play in a tournament of this kind being cancelled.

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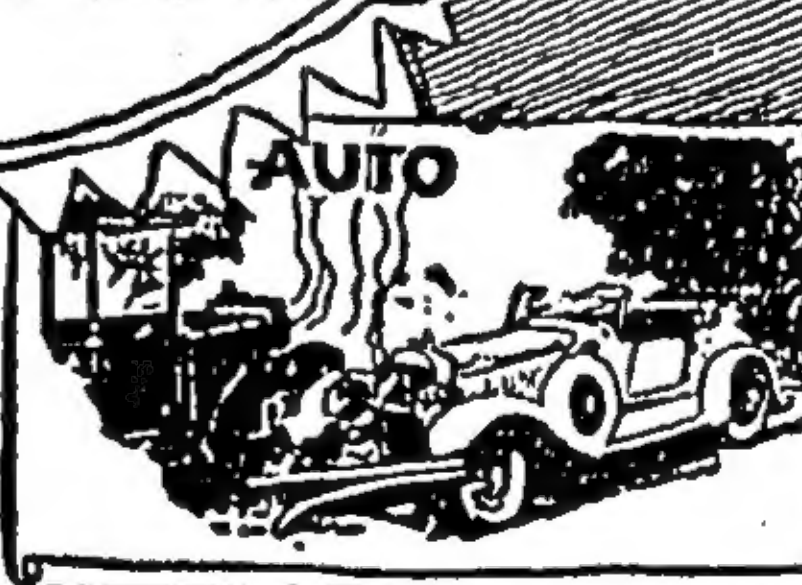
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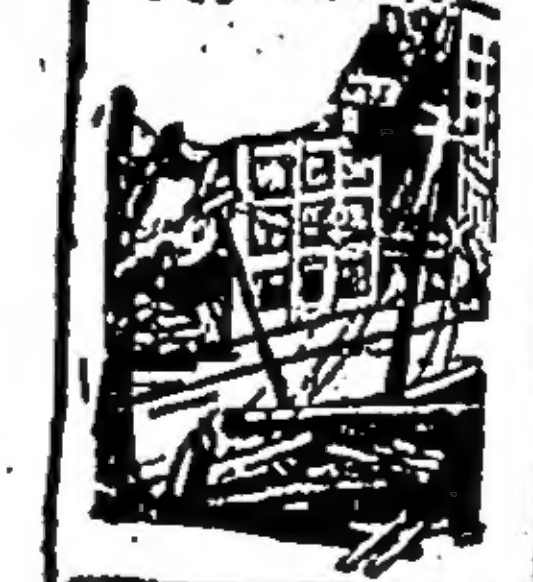
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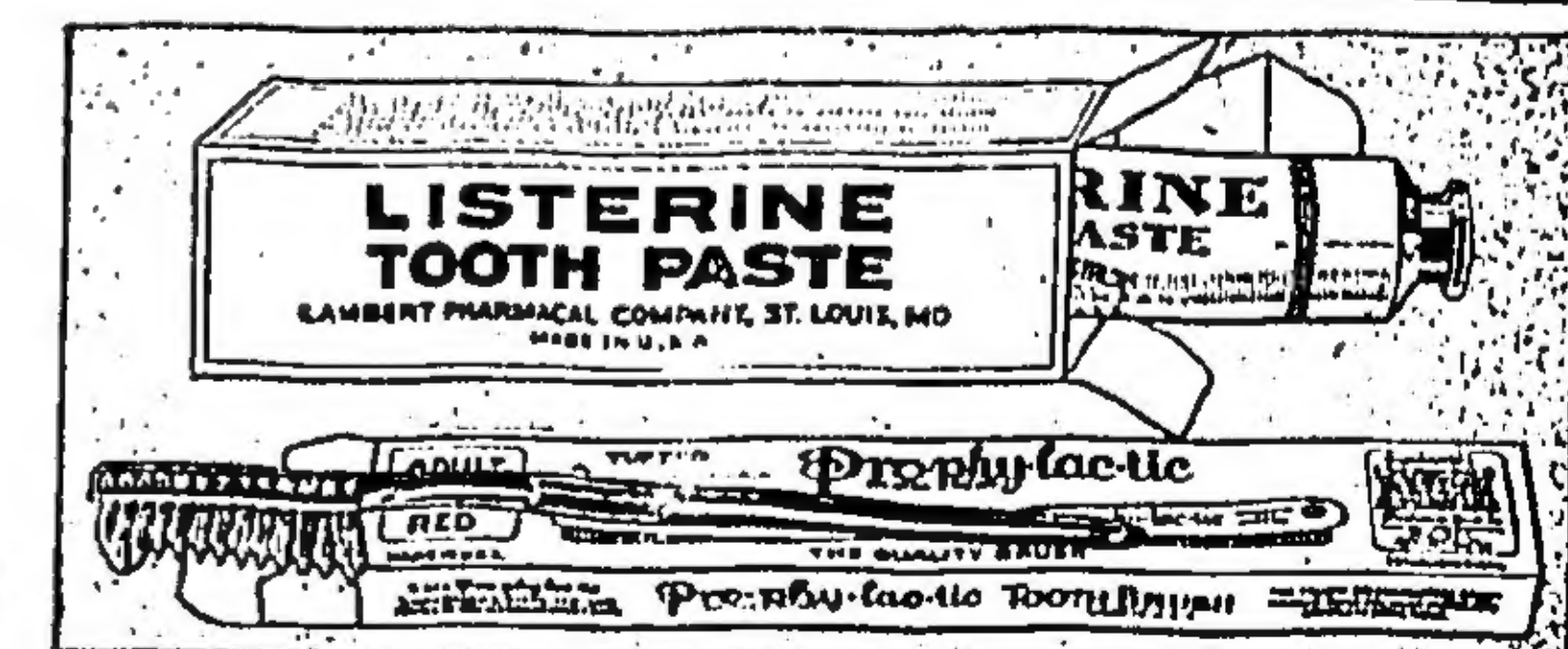
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INSURANCE AND MOTORISTS.

Policy-Holders and the Law: First Results of Compulsion.

Where shall I insure? What shall I cover? How much ought I to pay? These are the three questions which almost every owner of a motor-vehicle puts to himself at one time or another, according to the thesis advanced by Sir Edward Manville. In these days when we are all looking for ways and means of economizing the insurance premium is undoubtedly a feature of the motoring budget. Beware, however, of "false economy." Cheap insurance may prove a very bad investment.

From the early days when only one or two insurers would look at what was then a very unknown quantity—it was really little more than a gamble—motor insurance has grown to an extent which shows 130 companies in England actively engaged in the business. I have no intention of embarking upon any comparisons as between one company and another, but when it comes to a question of selection, the best possible advice is that the insurance should be placed with a company or under-writing group whose reputation for fair dealing and whose financial standing, together with the requisite organisation for the prompt execution of repairs and settlement of claims, is beyond question. These are the prime considerations for those about to insure. Neglect of such precautions may be disastrous. A motor owner requires something more from his insurance company than a mere ability to pay claims.

The next question is, What shall I cover? To an extent this must necessarily be governed by the pocket. The law now compels the motorist to insure against claims by third parties for personal injury, and there is, of course, the temptation to limit insurance to the statutory requirement, but generally speaking this cannot be advised. The best protection, and the cheapest in the long run, is the usual comprehensive policy issued by all reliable insurance concerns which provides cover against all third-party claims damage to the car, fire, theft, injuries to owners, and medical expenses, with a bonus allowed for no claims. Naturally there are occasional variations in these policies and one finds that this or that particular insurer gives certain extra benefits without additional payment, but these are usual minor considerations as compared with the fundamental principles of sound insurance. The "no claim bonus" is an innovation in insurance practice which in itself contradicts one of the main principles upon which insurance is based—namely, to spread the cost fairly over the fortunate and unfortunate alike. It is realised that in motor insurance the personal element enters more largely into the risk than in any other form of insurance. As it does not seem practicable to penalise the reckless and incompetent—the "no claim bonus" has been devised as a means of rewarding those who by care and skill are able to avoid accidents.

Psychological Effect of Compulsory Insurance.

How much ought I to pay? This is a phase of the matter which naturally appeals very strongly to the great bulk of motor owners, but from time to time it is made abundantly clear that to attach too much importance to this question of the amount of premium may be penny wise and pound foolish. The small premium is not necessarily an economy. The saving of a pound or two may be very attractive at the time, but it is obviously no saving unless accompanied by a certainty that all claims will be fairly and promptly

A LEGAL POINT.

The Dog Guarding A Motorcar.

It will be recalled that recently the English Courts were concerned in hearing an action for damages in which a child was injured by a dog in a stationary motorcar. A similar case has just been decided in Switzerland. The owner of a car, left his dog tied up inside it on guard. An inquisitive small boy poked his head inside the car and was bitten on the ear by the dog. Heavy damages were claimed by the father for injuries to his son caused "by a savage dog left unmuzzled in a public place." It was proved in evidence that the biting apparatus of the dog could not protrude outside the car, and in order to get bitten it was necessary to trespass on the car. The Swiss High Court held that the interior of the car is not a public place and the claim was dismissed.

met and that the insured will get the full benefit of the numerous services which an experienced and well-equipped insurance company can give. Experience proves that the insurance of motor-vehicles, when conducted upon lines which ensure the right service to the motorist, shows only a relatively small profit as compared with other business. There is therefore very little margin for extravagant rate cutting or the provision of additional benefits. Motor insurance is really not the El Dorado that many people are inclined to think it is, and more than one attempt to conduct the business on unorthodox lines has ended in Carey-street.

A word of warning may be addressed here to the motorist when filling in his proposal form. It is of the utmost importance that the questions should be answered accurately and that the information as to past record, number of accidents, and so forth should be exact in every detail. Neglect in this respect may mean the invalidation of the insurance policy plus an appearance in the police court on a charge of driving uninsured contrary to the insurance provisions of the Road Traffic Act. It is very doubtful whether motor owners are really aware of the many penalties they may incur by failure to comply with the provisions of the Road Traffic Act.

Without discussing the merits of the Insurance Section of the Road Traffic Act, it is wrong to assume, as many do, that the Act is an unmixed blessing to insurance companies. It has caused a vast amount of clerical labour and considerable expense. Only those having a practical acquaintance with it have any conception of the amount of additional work which the new Act has thrown upon insurance companies. The act not only imposes additional obligations upon them, but it tends to create in the minds of some injured pedestrians the impression that compulsory insurance means compulsory compensation whether or not the motorist is in any way responsible for the accident. It cannot be too widely known that the introduction of compulsory motor-car insurance has not in any way altered the common law liability of motor-car owners. Insurance companies having agreed with the Government to accept as many as possible of the abnormal risks, they are frequently obliged to accept risks which they would rather avoid. In fact, motorists need have no apprehensions that facilities for insurance will be unreasonably withheld, there are too many insurance organisations, all keenly seeking business.

It is to the credit of the insurance world that the difficulties which were bound to arise in any scheme of this nature have been bridged with a minimum of trouble to insured and insurer. It is equally to the credit of the Ministry of Transport, who were responsible for the introduction of compulsory insurance, that the many questions which have cropped up from time to time have been settled so amicably with the insurance interests.

Question of Payment to Motor Owners.

Of course, one of the chief fears of insurers was the psychological effect of compulsory insurance on the public mind, and the danger that the knowledge that every motorist was insured would encourage and exaggerate claims. Moreover, there was the added danger of injury in personal injury cases, with the knowledge that the plaintiff would be indemnified by an insurance company, allowing their judgment to be guided more by sympathy than by the ordinary principles of negligence and contributory negligence, which should mainly govern the question of liability or non-liability. It is too soon to say to what extent, if at all, these fears have been realised. There has certainly been a tendency for claims to increase, and the congestion of the courts with large numbers of cases of personal injury is another indication of what is happening. But, on the whole, in view of the comparatively short period for which compulsory motor insurance has been working, con-

SPORT FOR GIRLS.

Neglected Since the War.

By Kirkstone in the "News-Chronicle."

Why are there so few women motor-cyclists nowadays? The girls of to-day are as adventurous as the girls of the war period who served as motor-cyclists with the auxiliary forces, and since the war many women have become enthusiastic pedal cyclists and motorists. It was prophesied in 1920 that the adoption of the motor-cycle by girls would mean the doubling of output to meet the demand. But suddenly the enthusiasm stopped. In the past five years slow progress has been made, despite the fact that pioneers like Miss Marjorie Cottle have demonstrated that the motor-cycle is unequaled as a means of transport; reliable, cheap and easy to buy.

For Business Girls.

Girls who have taken up motor-cycling have found that it is an asset in business. Recently, I was able to help two girls—one of whom was having trouble with a faulty plug. Both lived in districts where transport was scarce and none too cheap. They admitted they could not continue

better than was anticipated at the time the change was contemplated.

Finally, concerning relations between insured and insurer, experience has shown that the best form of advertising for an insurance company is the equitable and prompt settlement of claims, and it follows that the best advertising medium is the satisfied policy-holder. More and more it is being realised that motor insurance is not merely a question of collecting premiums and paying claims. The real job of the insurer is to inspire the insured with that degree of confidence which can only come through a prompt and efficient service to supervise repairs and help the insured in times of difficulty and, last but not least, the avoidance of quibbling over

their jobs—veterinary surgeon assistants—if they did not have motor-cycles.

Many girls hesitate to buy a motorcycle because they think the machines are too heavy for their strength, and too intricate to understand. That is wrong. Present-day machines—especially the small utility models—are so simple that what look like intricacies can easily be grasped by the average girl. A girl can quickly learn to remedy minor troubles when they occur—which is not often nowadays. Learning to ride is simple. The girl who has ridden a pedal cycle would find it ridiculously easy. As to read dirt, legshields can be fitted to any machine and the rider can arrive at her journey's end as clean as when she set out.

What to Wear.

I do not presume to suggest riding clothing for girls; but, three or four years ago, I heard Miss Marjorie Cottle at the Olympia show advising a girl that the ideal wear was a close-fitting hat, without fur trimming, riding breeches and leather coat, and boots of the hunting type. As an alternative to breeches she suggested a skirt of the "fold-over" type, which could be buttoned round each leg after the rider had mounted. A skirt, Miss Cottle added, is preferable when shopping or making calls.

But as a *quid pro quo* the insurer is fully entitled to expect reasonableness on the part of the insured. The will on both sides to do the fair thing for each other does far more than any amount of letter writing. The claimant who is unreasonable is almost certain to be up against difficulties. He will often antagonise the officials with whom he comes into contact, and alienate their sympathies. Mutual trust and the spirit of give and take are all-essentials in the relation which should properly exist between the insurance company and the policy-holder. When they are present, disputes are less likely to arise, difficulties are more easily smoothed out, and both insurer and insured are satisfied with their bargain.

THORNYCROFT MARINE ENGINES.

Remarkable Tributes to Their Lasting Reliability.

Some remarkable tributes to the lasting reliability of Thornycroft marine engines have recently been received by the manufacturers from satisfied owners.

These are of significant interest to overseas users of marine engines who, more than anything, require a sturdy job that will stand up to many years of normal and not infrequently rough usage.

An example of the latter was mentioned in one letter from an Indian owner, whose native attendant had run his Thornycroft engine for a whole day without any water circulation, and was pleasantly surprised that no serious damage had resulted.

No Involuntary Stops.

Another letter stated "my engine has been in constant use for nearly four years, during which time it has not made an involuntary stop."

Their easy starting is commended by another owner, whose boat is equipped with two Thornycroft "Handybilly" engines. "They will both start on half a turn from cold and the petrol consumption is well under two gallons per hour for both engines going at full speed."

Even more convincing is the experience of another user who wrote, "For the 8th consecutive year the engine has run with its usual watch-like regularity. Except to change the oil and clean the plugs, nothing has been touched in any way whatever."

It is experiences such as these which have built up the worldwide regards for British engineering.

ing products, of which Thornycroft marine engines are worthy examples.

Sturdy Construction.

Overseas buyers of marine engines cannot be too careful discriminating amongst the very wide range of makes on the market choosing those which are primarily designed and built for marine service in preference to motor car type engines adapted for this purpose.

For marine service it is customary to run an engine at full throttle for long periods and only one of sturdy construction can be expected to stand up to such drastic treatment.

The brunt of the strain falls on the camshaft, and it is well known that Lloyd's rules call for crankshafts, among other items, to be heavier than is usually considered necessary.

It may not be generally known that it has always been the standard practice of John I. Thornycroft & Co. Ltd., to fit exceptionally sturdy crankshafts to all their types of marine engines, all of them being larger in diameter and increasingly stronger than even Lloyd's formula. The increases range from 1.68% in the case of the well-known "Handybilly" 7½/9 h.p. engine to 3.73% in the case of their 100 h.p. RD/6 Engine.

Hence it will be understood why Thornycroft marine engines give such long-lived and dependable service such as to more than justify their somewhat higher initial costs.

Messrs. John I. Thornycroft & Co. Limited, are locally represented at Pioneer Building, Nathan Road, Kowloon.

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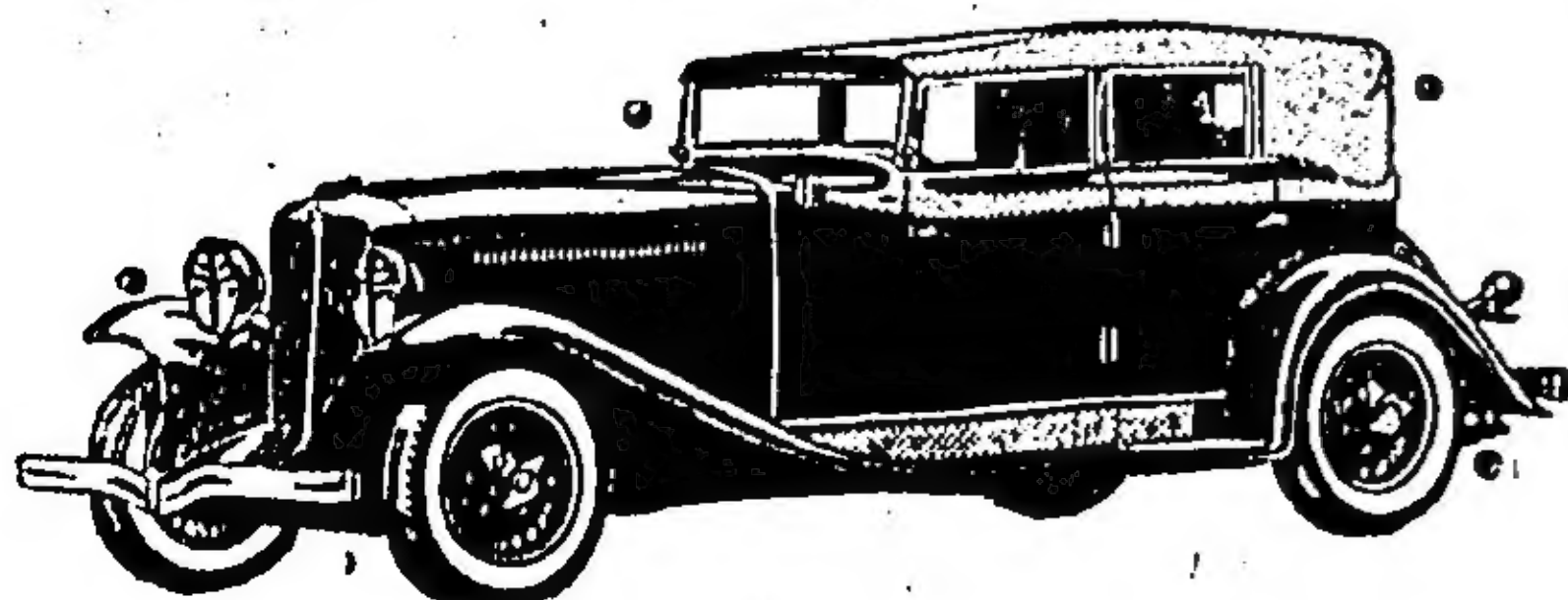
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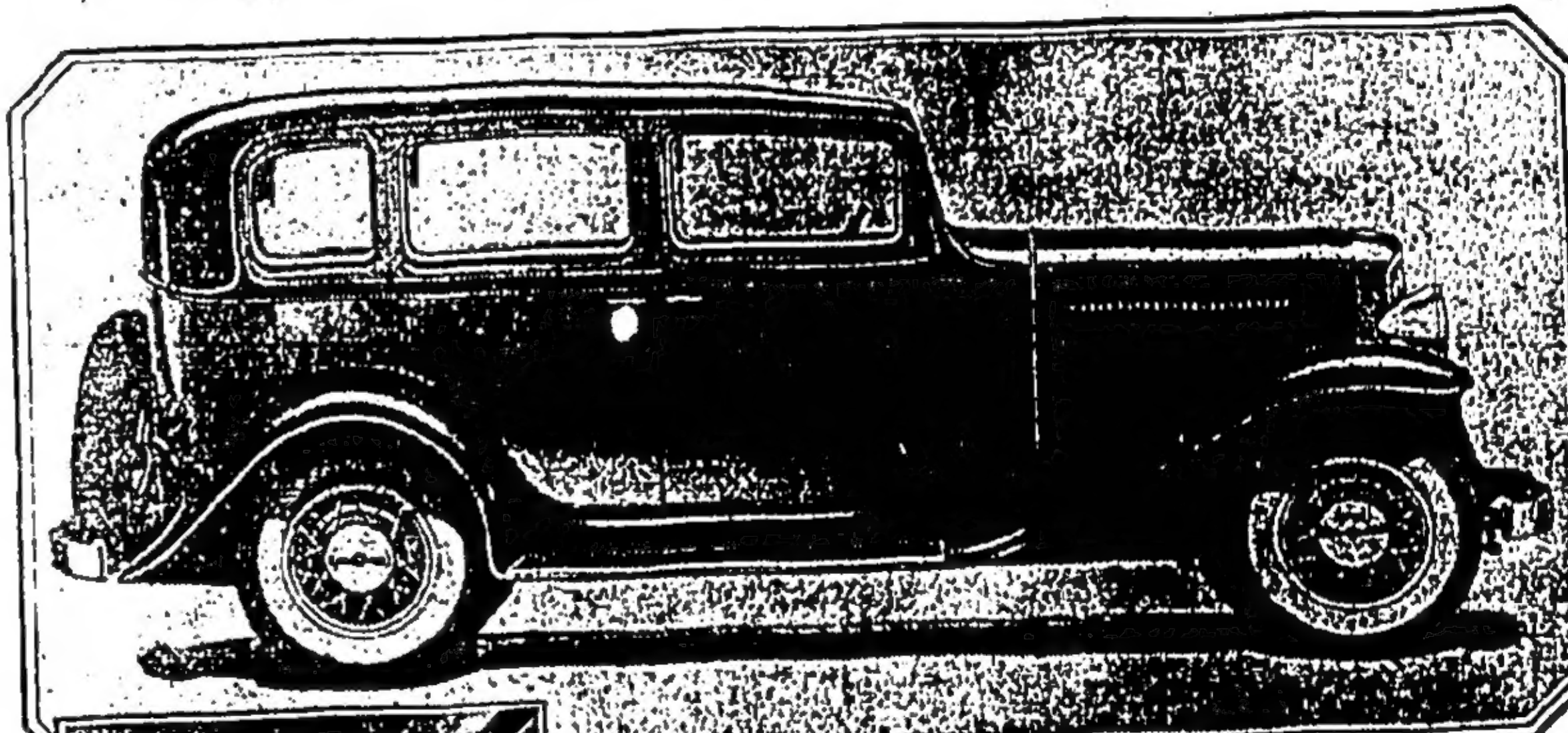
Dual Ratio, exclusive with Auburn and special equipment in all Custom Models gives you the equivalent of two cars in one; in the hills a most efficient hill climber; on the straight-away a smoother, quieter performance at high speeds with less wear and tear on the motor and running parts. On the boulevard or in the country with your car moving 20 to 60 M.P.H., turn the Dual Ratio lever on the instrument panel from Low Ratio to High Ratio and while your car continues at the same speed the motor speed drops down one-third of its former speed. Less vibration, quieter, and more economical.



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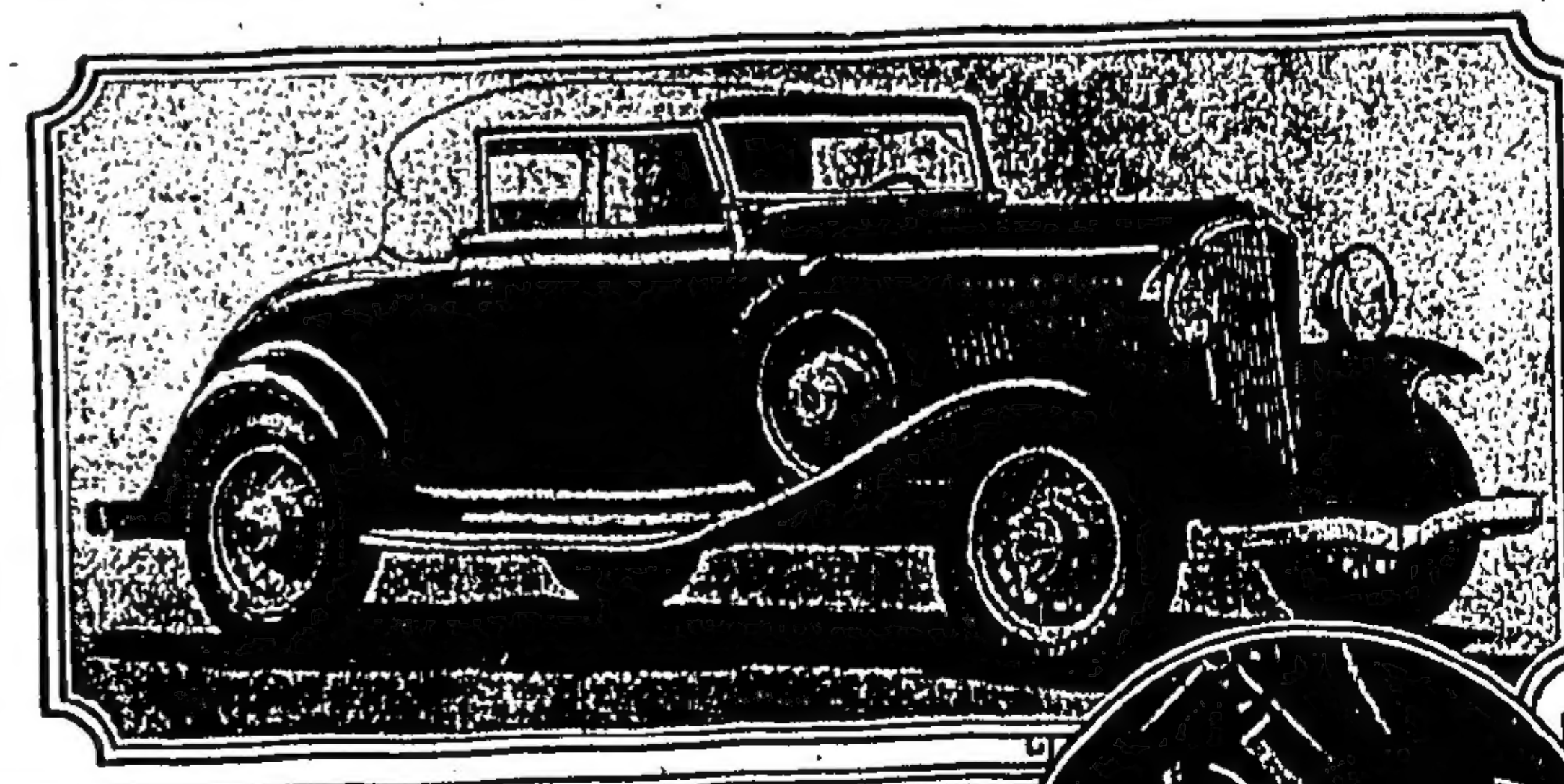
Below—A smart V-shape radiator shell features the modern styling achieved in the Rockne Six. One-piece steel wings lend the swank of custom salon cars. The wide, symmetrical bumper is faced with chromium as are radiator shell and headlamps. The radiator, bonnet, top and the front and rear mudguards effectively blend in an ensemble that pleases the eye while fulfilling the requirements of the latest research in motor car wind resistance.



Abundant roominess; adjustable front seat; three-spoke, steel core steering wheel, adjustable steering column and aviation type instruments feature the Rockne Six "75." Free Wheeling control is located on fender at left of steering column. Hand brake lever and gear change lever are forward in the Rockne Clear Way Front Compartment. This new positioning allows the driver to enter or leave through either doorway with ease.

The long wheelbase of the Rockne "75" is supplemented by an extra wide rear tread which not only accentuates the exterior proportions of the car but makes possible a wider rear seat than has been customary in cars of this price. The interiors are upholstered and furnished in the manner of costlier cars. The Rockne Six is manufactured by Rockne Motors Corporation, a Studebaker subsidiary, with offices and factory in Detroit, Michigan, U.S.A.

Long, low and aerodynamically streamlined is the Rockne Six "75" five passenger, 4-door sedan shown above. The powerful six cylinder motor develops 72 horsepower and assures a smooth, consistent high cruising speed. The unusual chassis length—14 inches—relieves it of that condensed appearance which makes the low price of other inexpensive cars so evident. Convertible sedan, convertible roadster and coupe models also are available on the Rockne "75" chassis. Wire wheels are standard equipment; as are free wheeling and synchronized shifting.



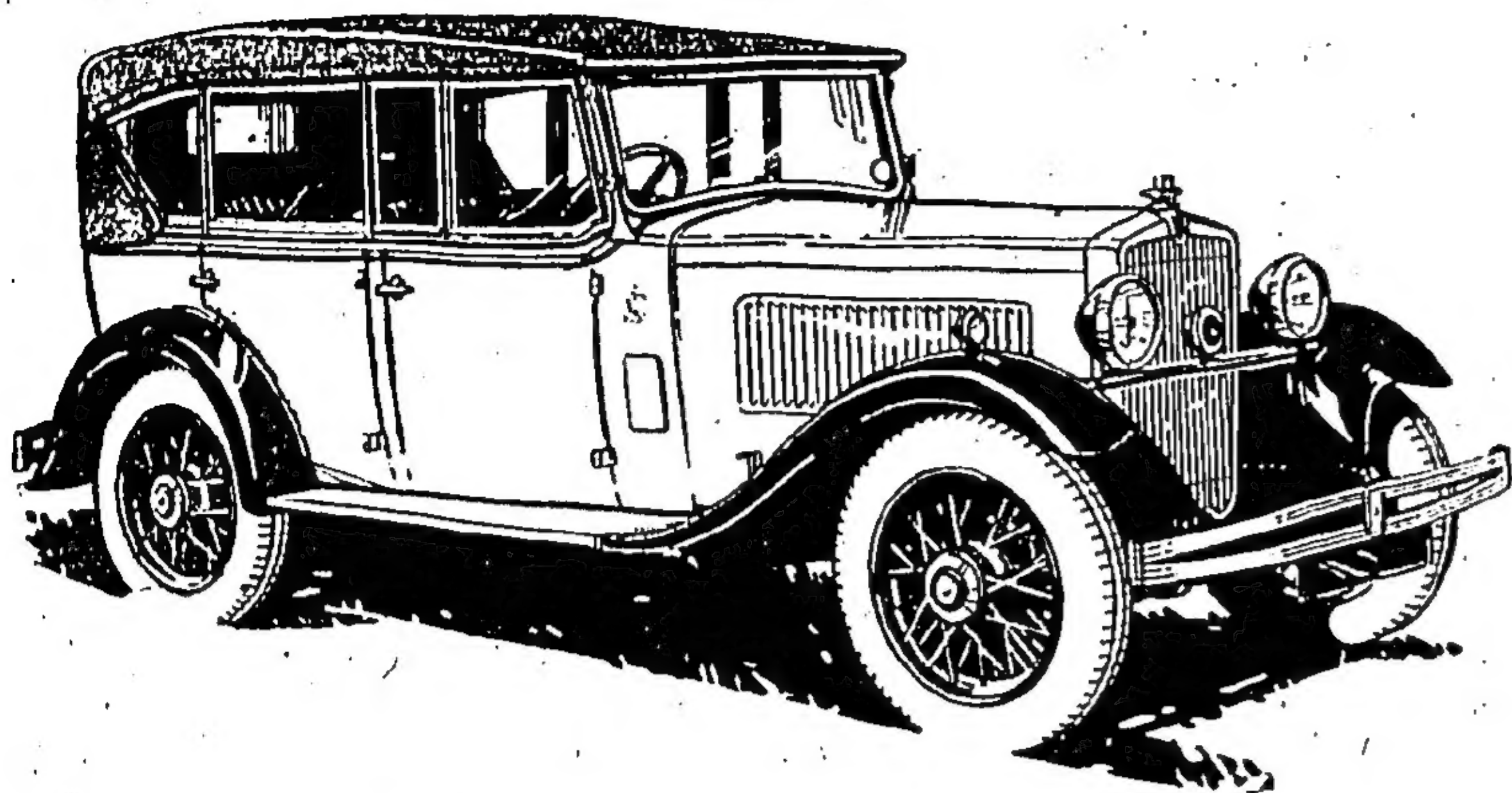
Note the slanting louvers, sloping radiator and sloping wind screen of the Rockne Six "75" convertible roadster. This ultra modern car, mounted on a 110-inch wheelbase chassis and powered by a 66 h.p. engine, has been designed and built to standards of quality never before achieved in the low-priced field. The power plants of the Rockne Six have that notable freedom from vibration that is inherent in all Studebaker sponsored engines. In keeping with the practice followed in high priced cars, engineers have further defeated vibration by cushioning Rockne engines in live rubber at all four points of suspension, as illustrated at right.

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New chromium radiator with automatic shutters. Air cleaning and pre-heating units on the six cylinder engine developing 32 B.H.P. Triplex safety glass windscreen. Light but accurate steering.

Instant approval is given to the extra refinements in this popular model. The new "Twin Top" silent gear box gives speed and acceleration on steep hills with half the strain on engine and transmission. Wider track and the new chassis frame make for more room and better road holding qualities.

Coupe and Saloon models have Pychley sliding heads and Triplex Safety glass all round, including window louvers.

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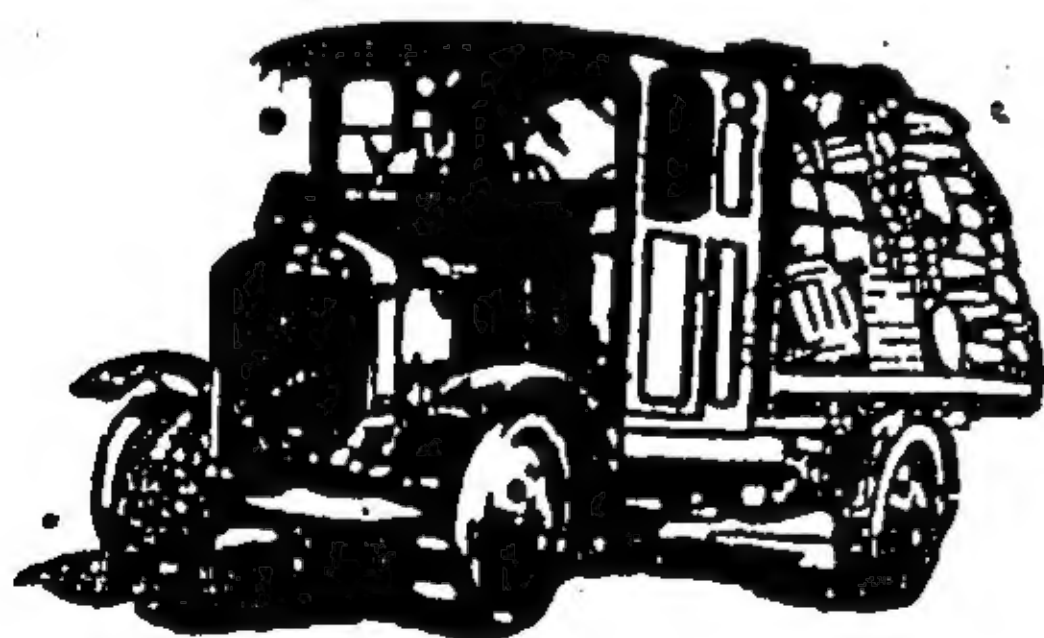
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SAFETY SIGNS THAT CRY "WOLF."

BY SIR MALCOLM CAMPBELL

Letters about safety on the roads continue to reach me in numbers which make it impossible to discuss all the useful suggestions made, though as a matter of interest I should like to pass on every idea which contributes constructively to a subject of burning importance.

The main fact which emerges from the correspondence is that the public has awakened to very serious concern at the growing numbers of road accidents, and, whether motorists or not, every one of my correspondents agrees on the principal point that nothing must be left undone to reduce accidents.

One letter speaks of the disposition shown by so many motorists to ignore the caution "Dead Slow" which is often painted on the road at the approach to cross roads.

The writer tells me he lives where a subsidiary road crosses a main thoroughfare, and he, a motorist himself, is appalled at the manner in which he sees cars driven without the slightest regard to the danger of which they are adequately warned by a conspicuous caution painted on the road.

He tells me that during the eight and a half years he has lived at the place there have been between forty and fifty accidents, about a dozen of them involving fatalities.

Unfortunately there are too many irresponsible drivers of cars, drivers who take every risk with blind faith in their luck. As he rightly says, nobody would care much if only their own necks were at stake, but it is quite another matter that they are a danger to every other user of the road.

I agree that this type of recklessness should be put down very firmly, but as a preliminary to any organised police action I should like to see an approach to uniformity in the system of giving warning of dangerous approaches.

I am afraid there is a tendency on the part of authorities in many places to overdo these warnings. Every one of such notices should really mean what it indicates. The moment any warning system is overdone it becomes worse than useless.

Those Triangles.

As an example of what I mean, we need only go back to the "red triangle" of the Motor Car Act. As soon as the Act laid down that the triangle was to be taken as a signal that extra caution was necessary, the country was simply plastered with these signs. Not only did local authorities erect them broadcast, but numberless landowners and householders whose property abutted upon a road put them up on any or no pretext.

The consequence was that the red triangle ceased to have any meaning; it was a case of crying wolf when there was no wolf.

There is certainly a tendency today towards the over-use of white lines and cautionary signals generally, which is to be deplored. It is too much to ask that every such sign should be submitted to a central authority before it is erected or painted on the road, but I would appeal to road authorities to exercise common sense in sanctioning them.

I should like to see every danger point in the country marked, for that would be a contribution to safety, but I certainly do not want to see road warnings brought in to contempt by their erection in places where they have no possible application.

Signs Easily Missed.

If none but really dangerous points are marked with cautionary signs, I agree that penalties for disregarding them should be heavy, so as to discourage the habitually dangerous driver.

One of the troubles of promiscuous use of such signs is that in so many cases it is difficult to prove danger, whereas by their judicious use to ignore them is to create a *prima facie* case of negligence at the very least.

I am not very keen about warnings painted on the road surface. They are too apt to be overlooked, especially at night, but the stranger in the district, to whom they are most necessary.

I should prefer, on the less frequented roads, a reflecting sign at the roadside, while in towns an

illuminated "cross-roads" sign should be placed in a conspicuous position to indicate "dead slow" and look round the corner before you cross.

Another letter received expresses the opinion that the abolition of the speed limit in towns has been responsible for a part of the increase in the number of accidents, and suggests the imposition of a limit of 25 miles an hour.

I do not altogether agree, because I do not believe that the average speed at which cars are driven has actually increased—in towns, at least—since the Road Traffic Act became effective.

The increase in accidents is, I think, due to the very much larger number of cars in use and to the fact that very many of them are being handled by drivers with no previous road experience and little sense of responsibility.

It cannot be too thoroughly appreciated that speed by itself has no relation to danger. It is speed in relation to traffic conditions which may constitute danger, and too often does. The point I want to make is that a speed of 10 miles an hour may be highly dangerous in certain circumstances, and therefore, in such conditions, a limit of 25 m.p.h. does not help.

I agree that far too many cars are habitually driven too fast in busy streets, and I agree that such fast driving, which connotes danger, should be put down with a strong hand, but it cannot be suppressed by the imposition of a specific speed limit.

Examination of Drivers.

Another suggestion which is very often made to me is that before a licence to drive is issued the candidate should be put through an examination for competency.

I do not think that this would help us much. As a general rule, the novice is ultra-careful, and if it were possible to obtain a close analysis of road accidents I believe we should find that a very small proportion is due to sheer incompetence of new drivers. It is when the novice has emerged from the chrysalis stage and imagines himself—or herself—a fully grown butterfly that danger is likely to accrue, and by that time any imaginable examination could be easily passed.

There is another point, too: Some of the most reckless and inconsiderate drivers I have ever come across would pass any examination with their eyes shut, and driving with one hand. Furthermore, a scheme of comprehensive examinations would cost a great deal of money and would entail the creation of another army of officials, which would be highly undesirable without contributing materially to safety.

Better than all the examinations would be the elimination from among the ranks of motorists of the proved reckless, inconsiderate driver by depriving him of the right to drive. Unfortunately, this cannot be done until he has been convicted of dangerous driving, quite possibly involving injury to someone. If it were made known, however, that the powers of licence suspension or complete withdrawal with which the law has armed the magistracy would invariably be exercised, there would be far more care taken than there is.

A Matter of Milestones.

I wonder how many milestones on English roads are accurately representative of the distances between them? I agree that it is a matter more of interest than of importance, but I do not believe half the stories told by our milestones.

I have a suspicion that when most of the distances were measured in the old posting days, when fares were charged at so much per mile as indicated by the milestones, very few miles ran to the full 1,760 yards.

I cannot find any records of a comprehensive checking of these distances in modern days. So far as I am aware, it is no part of the duty of the Ordnance Survey to vouch for the accuracy of the distances between milestones. With the speedometer dead steady, often there is a substantial difference. The varying distances to any particular place shown on country signposts is a joke, but one does expect the milestones to get close to the truth.

FOR POLICE WORK.

Armour Plating A Wizard.

Amongst the extraordinary commissions undertaken from time to time by the South African Railways, one of the most interesting was the order recently placed in the mechanical workshops to armour plate an ordinary Saloon motor car with the least possible delay. The work had to be accomplished within the short space of two days from the date of placing the order.

employed for Police purposes for guarding the Namaqualand Diamond Fields.

Within an hour of the arrival of the car in the work-shops, templates were made and the armour plating sheared and trimmed preparatory to fitting to the body. The windscreen and rear windows were removed and replaced by plating. In the rear window cavity two loopholes were cut in the armour and fitted with flaps of the swivel type so that riflemen could have full command of the rear. The car was delivered to the Police on the following day.

NEW RULE IN MOTOR SPEED.

No Damages for Crash into Unlighted Car.

An important ruling respecting negligence on the roads was given recently by the Court of Appeal. A Dorking motor-cyclist, J. Langely Baker, collided last September with an unlighted vehicle belonging to E. Longhurst and Sons, Ltd., and was awarded damages.

This judgment the Appeal Court recently set aside.

Lord Justice Scrutton said: "If people who ride motor-cycles go at such a pace on dark nights that they cannot pull up when they see something they must take the consequences of their own negligence."

"On Baker's own evidence he could pull up in ten yards. His lamp enabled him to see a vehicle 50 yards away."

"Either he was going so fast that he could not pull up within his range of vision or he was not looking. In either case he was negligent."

"It was no use saying the vehicle was unlighted. It might have been a pedestrian, who was not required to carry a light, or (as in the *New Forest*) it might have been a cat. People must go at such a pace that they could pull up within the range of vision."

Lords Justices Lawrence and Greer concurred.

Effect of the Decision.

An official of the Automobile Association told the *New-Chronic* that he considered the ruling to be "very far reaching."

"It will have to be studied closely to see what effect it will have on the motorist," he said, "but seems to me to strike at the root of the motor lighting regulations. If 'no rear-light' is not to be taken into consideration, what is the use of making people have rear light at all? Why should a motorist worry about his rear light if he knows that it will not be taken into consideration when an accident happens?"

the advice contained in the letter and if they wished to retain birds as mascots either set them back so that the point did not protrude or made the beak of rubber. Private motorists, however, not always aware of the danger, have not been so sensible, and recently a motorcyclist died as the result of a wound inflicted by a pointed mascot-fitted to a radiator cap.

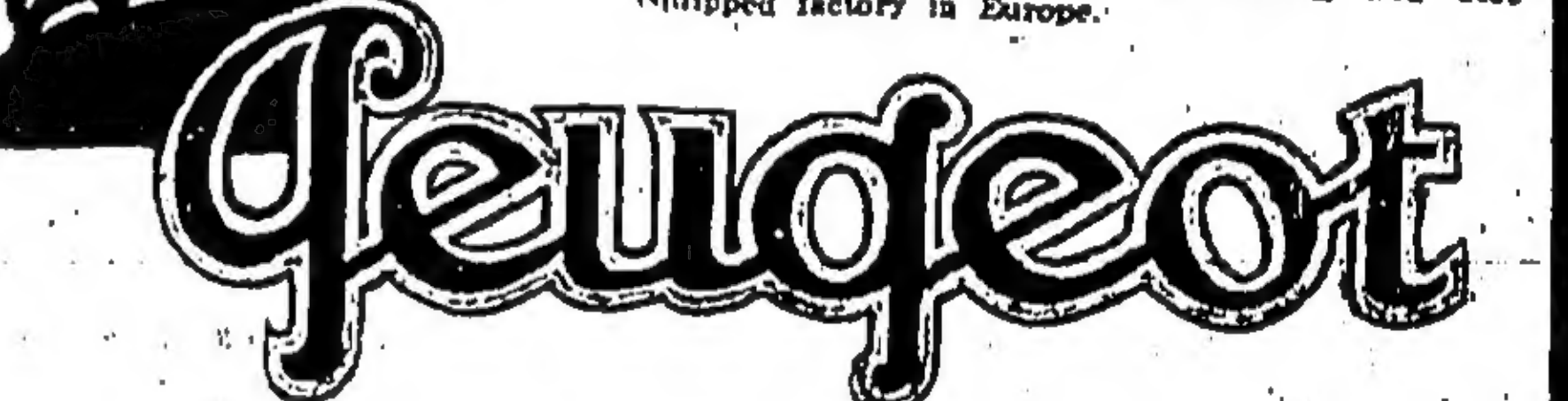
An appeal must be made to all motorists to remove mascots of this type, or to get them so that the spike does not project. There are brackets to enable this to be done, their disadvantage being that the mascot probably has to be moved before the bonnet can be opened. Nevertheless, every effort must be exerted to remove danger. Thoughtlessness causes these mascots to be retained.

POINTED MASCOTS BANNED.

A letter deprecating the use of pointed mascots which projected beyond the radiator was last year sent by the Ministry of Transport to the Society of Motor Manufacturers and Traders. The hint was given that unless the use of these mascots was stopped a regulation to prohibit them would be made. The danger to pedestrians in the event of a collision, or even to a mechanic while working on the car, of a bird mascot with a sharp beak, for instance, is obvious, and the action to stop the fitting of such ornaments was wise. Manufacturers, of course, followed

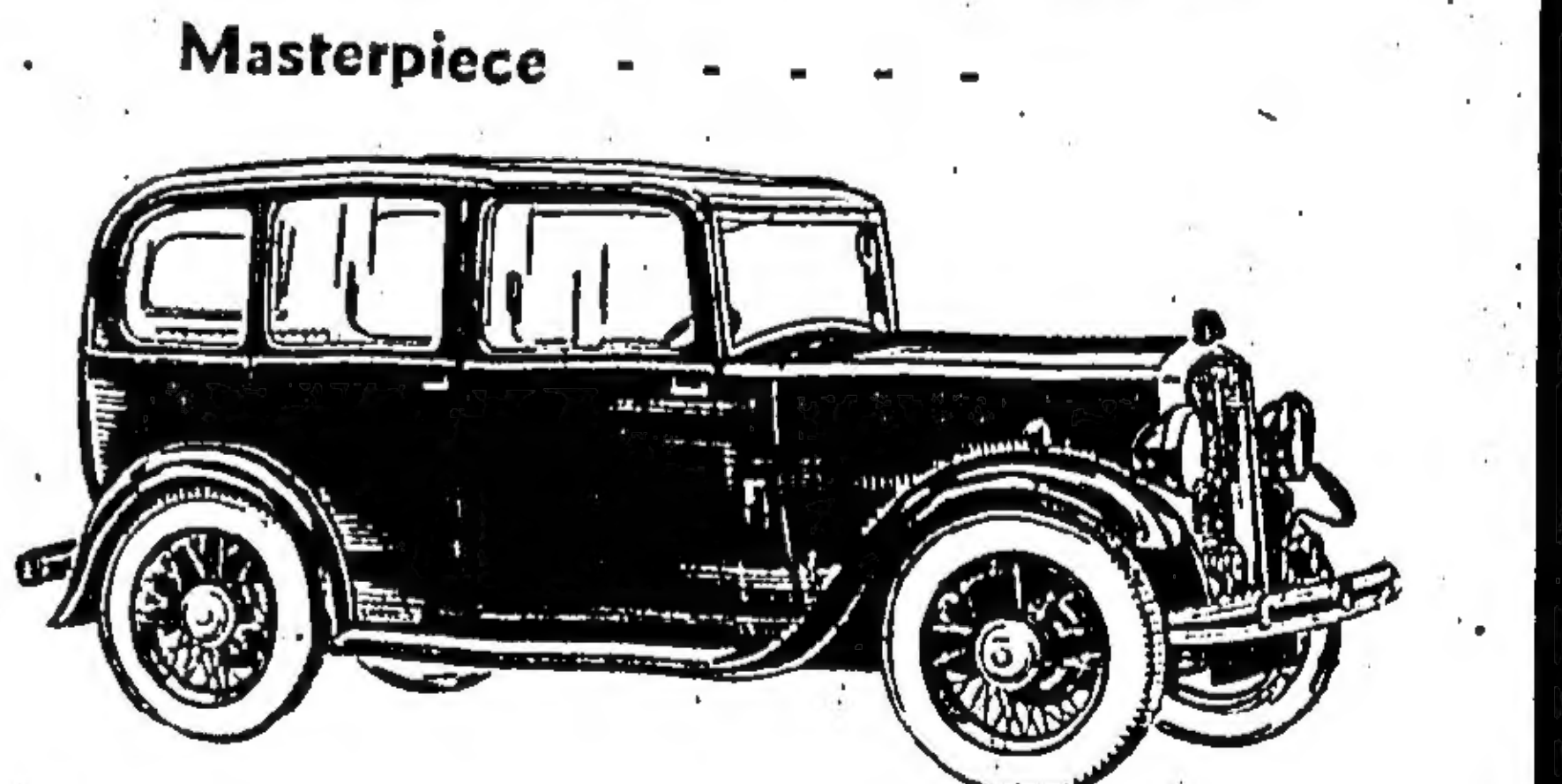
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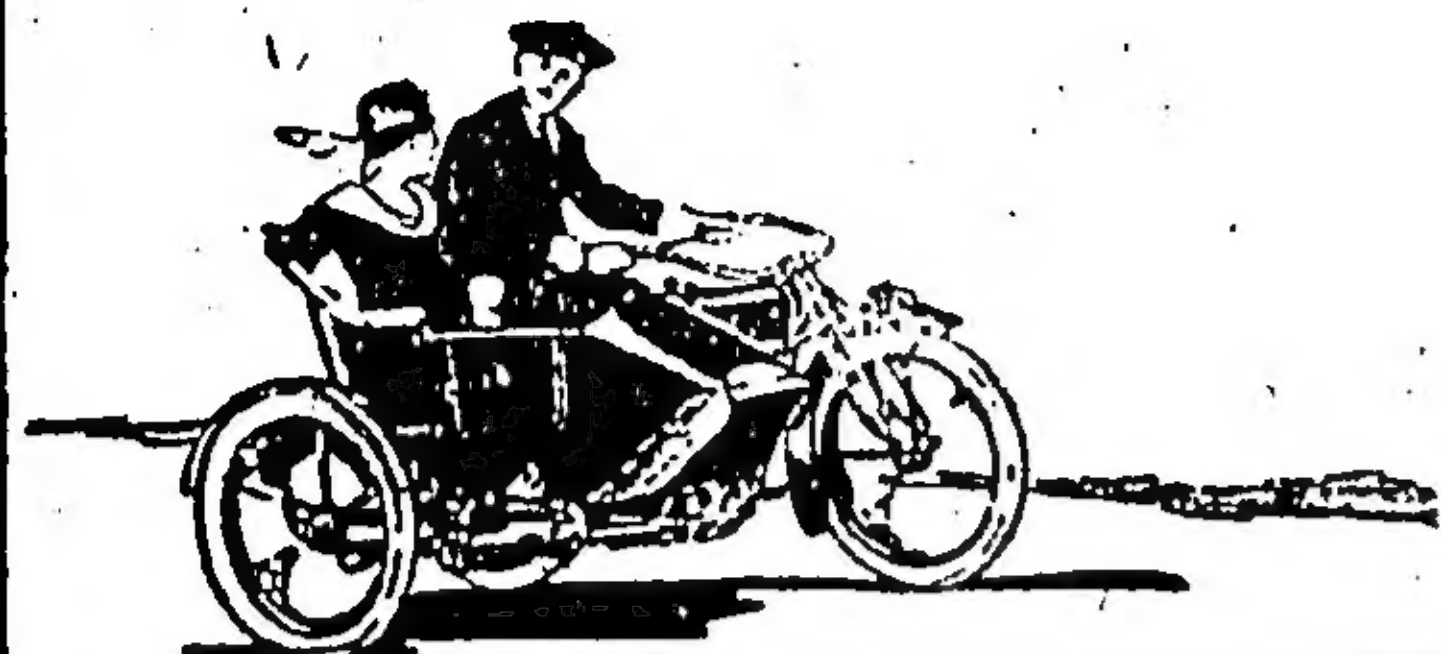
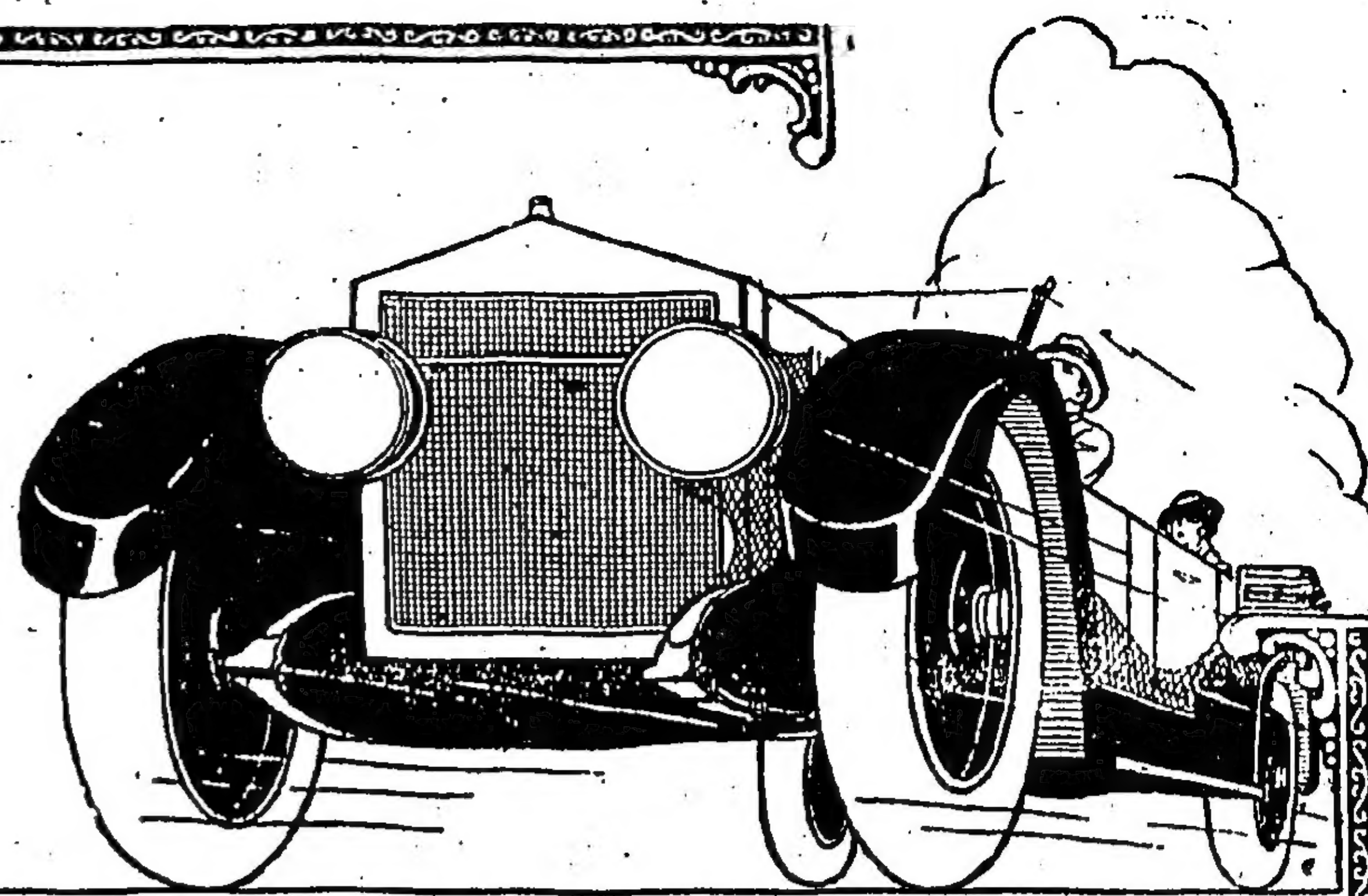
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Successful A.A. Appeal.

The Automobile Association has
just successfully appealed to the
High Court on behalf of a mem-
ber who was charged with leaving a

AN IDEAL HOLIDAY TOUR.

The Lure of Northern Ireland.
By CHILTERN.
(In the "News-Chronicle".)

During the past month many
motorist readers have written to
me asking for British holiday
suggestions. Mostly, their letters
have ended: "There must be
glorious scenery, interesting as-
sociations and a complete break-
away from the usual English
tour."

Rather a big request, but I be-
lieve the ideal touring ground for
them, and for hundreds of other
motorists, is Northern Ireland.
It has six countries, embracing
three motor-tour essentials—grand-
eur of scenery, magnificent roads,
a delightful people, and, what is
more delightful still, the traveller
can drive on to the boat at Liver-
pool, Heysham, Glasgow or Stran-
raer and land free from Customs
and travelling pass worries.

Even your driving licence holds
good.

On one occasion I went from
Stranraer to Larne—the shortest
sea passage carried out by the
L. M. S. The fare for the car
(over 25 cwt.) was a little more
than £3, and the time taken in
crossing was 2 hr. 25 min.

While in Northern Ireland with
Miss England II, I went over the
route I am going to describe.
Stranraer can be reached, over
fine roads, from anywhere in Eng-
land, and if you make the run
through the beautiful Galloway
country in the late afternoon you
will never forget it.

Lovely Antrim.

Larne, the gateway to the won-
ders of the Antrim coast, is back-
ed by a sickle-shaped promontory,
at the end of which stand the re-
mains of a thirteenth century cas-
tle. For about 70 miles, to Port-
rush, the motorist travels on a
coast, with, on the one side, pur-
plish, grey-blue highlands, road-
ways under cliffs, great boulders
heaped in quaint confusion and
strange orderliness and, on the
other side, breakers and blue wa-
ter.

After 15 miles (I speak from
memory) comes Glenarm, cele-
brated for its magnificent park
and glen, and its Franciscan mon-
astery remains. Still flanked by
towering heights and massive rocks
with whitened cottages and farm-
houses in the "breaks," and head-
lands stretching into the blue dis-
tance, travel to Carnlough (The
Carn Lake), a quietly beautiful
stretch of water, with the country
around abounding in massive
splendour and great waterfalls.
Beyond Carnlough the motorist
enters the glen land for which
Antrim is famous; a land of wood-
ed slopes; fuchsis growing in pro-
fusion, and fascinating gorges
laced with waterfalls, mighty and
small; an area endless in subjects
for the camera.

Mountain And Glen.

Red Bay, with its girdle of old
red-sandstone cliffs, and Water-
foot, the entrance to Glenariff—
the most charming of Antrim's
eight glens—is one of the show
places of Ulster. Here there is a
300ft. waterfall; the Lurigentham,
Crockaugh and Trostan moun-
tains dominate a land full of an-
tiquarian interests such as the
old fortress of the McDonnells and
the grave of Ossian.

In all this highway of delight

these districts round Cushendall,
where, I was told, the old curfew
bell is still rung, and round Cush-
endallen are the finest. After Cush-
endallen the scenery takes on a
gentler tone till one comes to what
is almost the most northerly point
of Ireland—Ballycastle, with its
mighty chasm and the massive,
basaltic pillars of Grey Man's Path.
In the distance are the Giant's
Causeway and the headlands and
mountains of Donegal.

The Giant's Causeway is one of
the most stupendous stone forma-
tions in the world. How many
thousands of basaltic pillars, of
nine, eight, six and three sides
(there are I know not, but it is
strikingly impressive. After the
Causeway the motor-tourist can
enjoy Portrush, a favourite Irish
seaside resort with wonderful
sands and a variety of one-day car
runs traversing old Irish villages.

Rope Bridge Thrill.

One run should certainly be
made to Ballintory and to Carrick-
a-Rede. This is a rock, separated
from the mainland by a chasm 70
or 80 feet wide, through which the
sea rushes even on the calmest
day. The chasm is spanned by a
rope bridge, 80 feet above water
level. Crossing this bridge is an
experience not to be missed and
the view is marvellous.

Go back to Larne by way of
Limavady, Londonderry, Omagh,
Dungannon and Portadown. Most
of the way lies through striking
scenery, rich woodlands, curious
architecture, and roadsavenued
with vivid coloured flowers.

I have given as much as I can to
show the lure of this land, and I
strongly recommend it for a tour.
Both the A. A., which has an ex-
ceptionally fine road back of Ire-
land, and the R. A. C. would map
out the tour. Motoring costs are
much the same as in England. The
hotels have greatly improved, and
if you have ever met a more charm-
ing, happier people than the people
of Ulster, let me know.

The latest street accident figures
—those for 1931—which are an-
alysed in a Parliamentary Paper
issued by the Home Office, are not
pleasant reading for private mo-
torists. In Great Britain during
the year 6,691 persons were killed
and 202,119 injured. In 1930 the
figures were 7,305 and 177,895 re-
spectively.

There was thus a decrease in
deaths when comparing the two
years but an increase in the num-
ber of injured.

August was the worst month for
accidents. Vehicles, to which fa-
tal accidents were attributed, show
the following totals: Private cars,
1,813; motor vans, 1,005, etc.,
1,399; motor cycles, without pillion
passengers, 980; motor-cycles,
with pillion passengers, 451; mo-
tor-buses and coaches, 736; motor-
cycles, with sidecars, 184; electric
trams and buses, 118; motor-cabs,
65; pedal-cycles, 632; and horse
vehicles, 103.

The abolition of the speed limit
is the only new road feature. It is
a curious fact that Britain, with
no regulations regarding braking
efficiency, is almost top in the scale
of vehicle accidents, while coun-
tries with regulations enforcing a
braking limit are lowest.

brought an action for compensa-
tion, but the jury were unable to
agree. In taking the matter to
the Appeal Court, the A.A. asked
for judgment to be entered for the
motorist, mainly on the
grounds that there was no evi-
dence that the animal was dan-
gerous; and consequently the
motorist was entitled to leave the
dog in the car.

Lord Justice Scrutton is giving

ferocious animals, and therefore
the owner of the dog was not
responsible unless the animal was
actually known to have acquired
vicious habits of which the owner
was aware.

The decision in favour of the
A.A. member virtually means that
motorists can keep dogs, not
known to be of a dangerous
nature, in their cars without in-
suring liability should the animal

CHEAP BRITISH TWO-LITRE SIXES.

The Morris-Oxford.

(By John Prieleau)

There has never been a period,
even during the wildest boom years,
when so wide or so excellent a
choice of British motor-cars was
offered to a public that has grown
peculiarly discriminating (as the
advertisements have it) of late
years as at the present time.
There are those who hold, perhaps
rightly, that the weakness of the
British industry lies in its enorm-
ous variety of makes and in its
senseless internal competition, but
whatever the facts of the case may
be commercially, there is no doubt
that a far more interesting selec-
tion of cars is to be had at home
than anywhere else. Certain
foreign makes of historical fame,
and one or two others which have
built up a deservedly high reputa-
tion for themselves wherever fine
workmanship, outstanding perform-
ance, and long mechanical life are
esteemed, still hold their hardy-
wood positions, but in none of the
countries where these are built is
there anything like the extraordi-
nary choice we have at home.

Particularly is this the case with
the type of car which is now prob-
ably the most popular of all, the
six-cylinder, which has a capacity
of round about two litres, and a
tax-rating of between £15 and £17.
At the present moment there are no
fewer than six British cars of this
description, all of them the pro-
ducts of famous factories, ranging
in price from £235 to £298, while
there are only three foreigners,
two of which have 21-H.P. engines,
in this price class. In the small
car category we are supreme, of
course, and it is not until prices
rise to well over £500 that our in-
dustry meets serious competition.

Comparative Tests

I have lately been requested to
try a number of these British low-
priced sixes, and as I complete the
trials I propose to report the results
in these articles. Each car will be
taken over the same course, so that
readers may have a fair opportunity
of judging for themselves how they
compare with each other. The run
includes about ten miles of London
traffic; a stretch of road on which
any speeds up to sixty-five miles an
hour can be safely attained; one
long, trying rise, where a top-speed
climb is an achievement; one short
hill, culminating in a gradient of
1 in 7, which is taken a special
way; one hill with a gradient of
1 in 5½; and a two-mile stretch
of excessively badly-made road.
Every portion of the run is per-
fectly normal, and representative
of what a main road user is faced
with at any time.

The Morris-Oxford Saloon

The first car on my new list is
the Morris-Oxford 15 h.p. Six.
This, in its pressed steel saloon
form, costs £265. The bodywork
is unusually roomy, and there is
plenty of leg-room in front and be-
hind. It is neatly finished through-
out, the upholstery being of leather
and the seats well upholstered.
Draught-shields are fitted outside
each of the six windows, and al-
though I noticed a slight trace of
engine-smell after a spell of hill-
climbing (with one window open),
the ventilation was excellent. The
bodywork was remarkably quiet,
practically no drumming being
noticed on any gear or at any
speed. The car had done about
7,000 miles, I was told, and was
therefore well run in.

The engine is a well-planned job,
embodying the now familiar Morris
features, such as the combined air-
heater and cleaner over the cylinder-
block. This also serves to collect
fumes from the crank-case breas-
ther. Cooling is by pump, and the
radiator has thermostatically-con-
trolled shutters which, by the way,
maintained the heat-level very
steadily. Ignition is by coil and the
carburettor is an "S.U." The

DRIVING IMPROVED.

Abolition of English
Speed Limits.

A cutting from the London
Daily Telegraph contains some in-
teresting comments, particularly
in view of recent cable reports
giving comparative traffic accident
figures in England before and
after the abolition of nominal
speed limits.

In spite of the huge total of
road casualties in 1931, revealed
by the Home Secretary in the
House of Commons recently, stat-
ed the cutting, automobile organi-
sations assert, on the evidence of
their road patrols and other ob-
servers, that there has been a gen-
uine improvement in the standard
of driving since the new Road Act
came into force.

It is contended that the increase
in the number of injured—from
177,895 to 202,119—is more ap-
parent than real.

Sir Herbert Samuel, in the
House of Commons on Feb. 4 last,
pointed out that the police were
able to obtain fuller information
through the institution of motor
patrols and the requirements of
the Road Traffic Act.

The Act makes it obligatory to
report to the police every accident
in which injury to persons or ani-
mals is caused.

It is also argued that the de-
crease in the number killed as
compared with 1931—614—far
outweighs the greater number of
non-fatal accidents—a view which
was supported recently by an
official of the National Safety
First Association.

controlled. The general lay-out is
accessible.

The Best Points

On the road I gave highest marks
to the suspension, road-holding,
steering (an immense improvement
on older models), brakes, and en-
gine-smoothness. In all these
respects this new Morris is a de-
lightful car to drive. The four-
wheel hydraulic brakes are very
powerful, but have a really smooth
and progressive action. The side-
brake was no more than adequate.
I liked the steering very much.
It had no marked caster action, but
it was light and decisive. The
springing and general balance of
the car at all speeds were very
good, and added considerably to
other factors in producing a strong
impression of staunchness. The
engine is very well balanced, and I
was unable to discover more than a
very slight degree of vibration.

Hill-Climbing

I should not regard this comfort-
able family car as fast or notice-
ably powerful nor do I imagine
that its makers intended it to be
either since they have in a very
praise-worthy manner avoided the
new fashionable horror of cramped
coachwork. This is a full-sized
car. Maximum speed, with little
or no wind aft, was fifty-five
miles an hour by speedometer.
The long hill to Burgh Heath
was climbed mostly on third
at a minimum of twenty-two
miles an hour and Peblecombe
(with the 5½ gradient) brought
the speed down to fourteen on bot-
tom gear, about fifty yards from
the top. The 1 in 7 hill produced
a minimum of fourteen miles an
hour on second gear, starting on
top gear at twenty miles an hour.
We were three in the car. The day
was wet and the roads heavy.

The engine has a pleasant degree
of flexibility, picks up smartly, and
makes very little noise. My main
impression of the new Morris-Ox-
ford is that of an eminently com-
fortable, smooth-running, roomy,
long-lived car, that has been design-
ed to give its owner the least pos-
sible amount of trouble in main-
tenance.

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longer. Make your car look like new
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engineers as to equip a bridge or
a moving stairway. SKF bear-
ings, precise, strong and friction-
less, are the natural choice for
any purpose.

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Hongkong Telegraph.

PICTORIAL SUPPLEMENT

SATURDAY, August 20th, 1932.

IT'S ALWAYS WORTH WHILE

VISITING THE

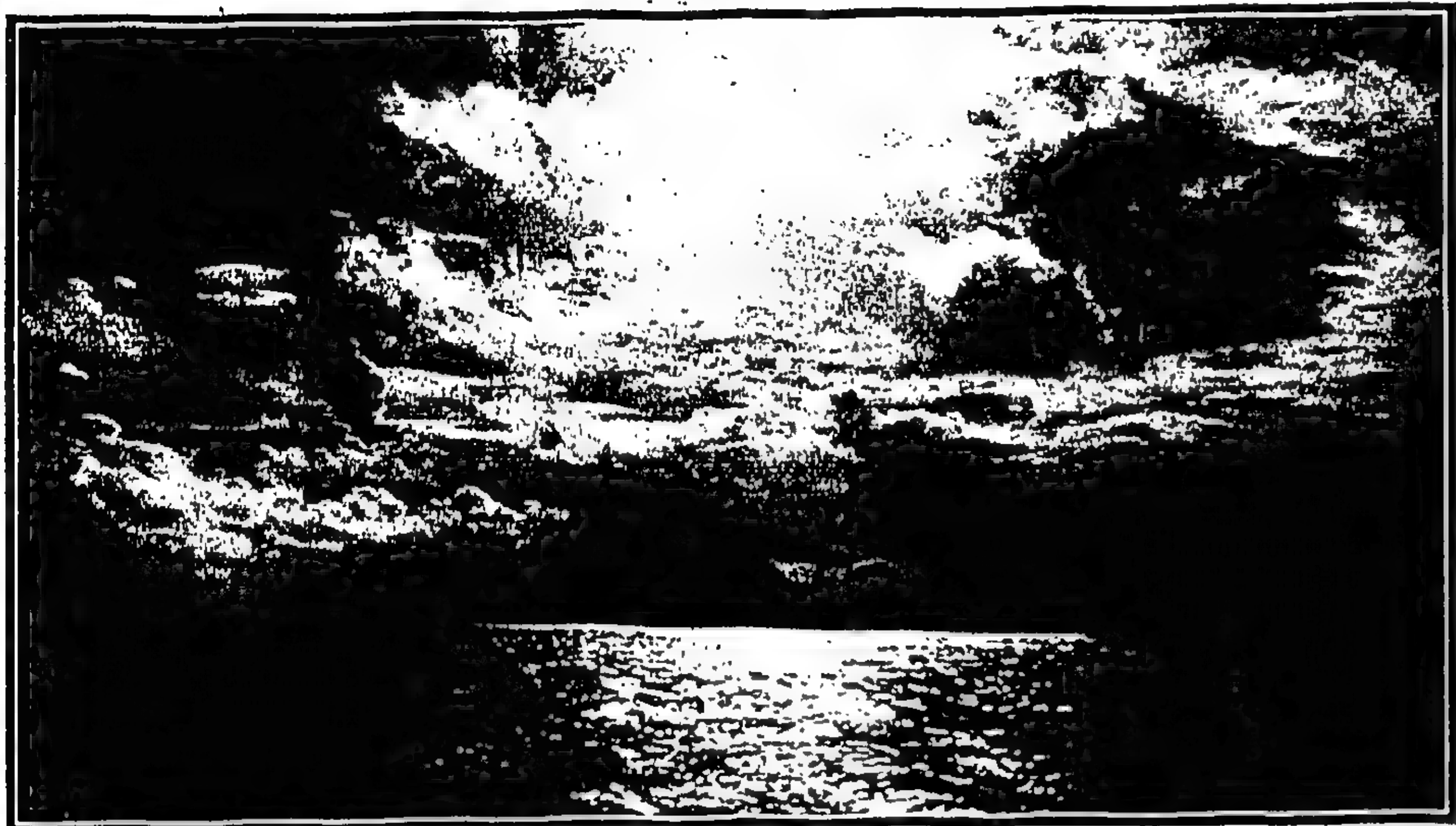
**BOMBAY SILK
STORE**

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EXCEPTIONAL QUALITIES
EXCEPTIONAL PRICES

No. 2, D'AGUILAR STREET.

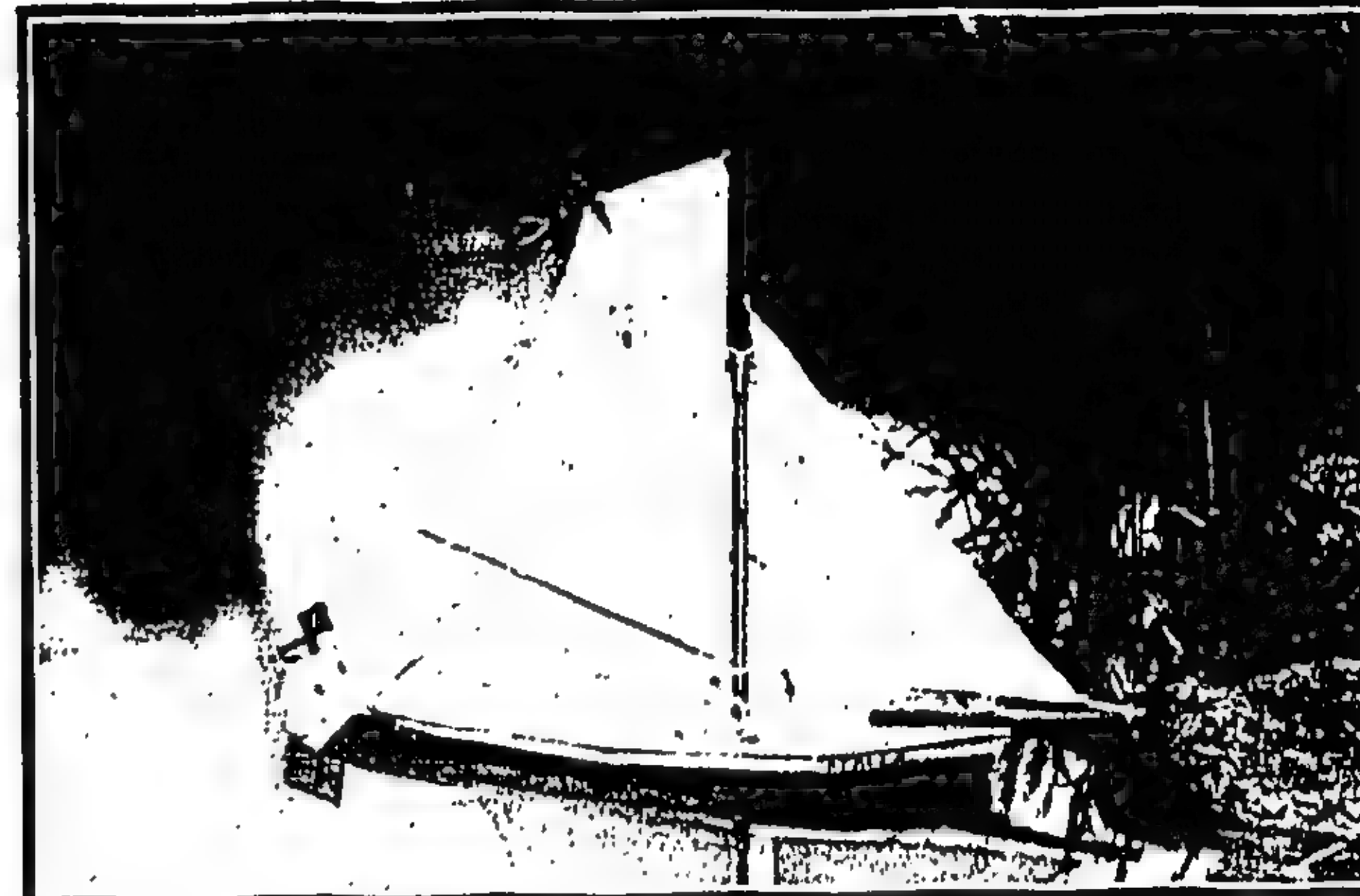
"TELEGRAPH" SUMMER AMATEUR PHOTO COMPETITION



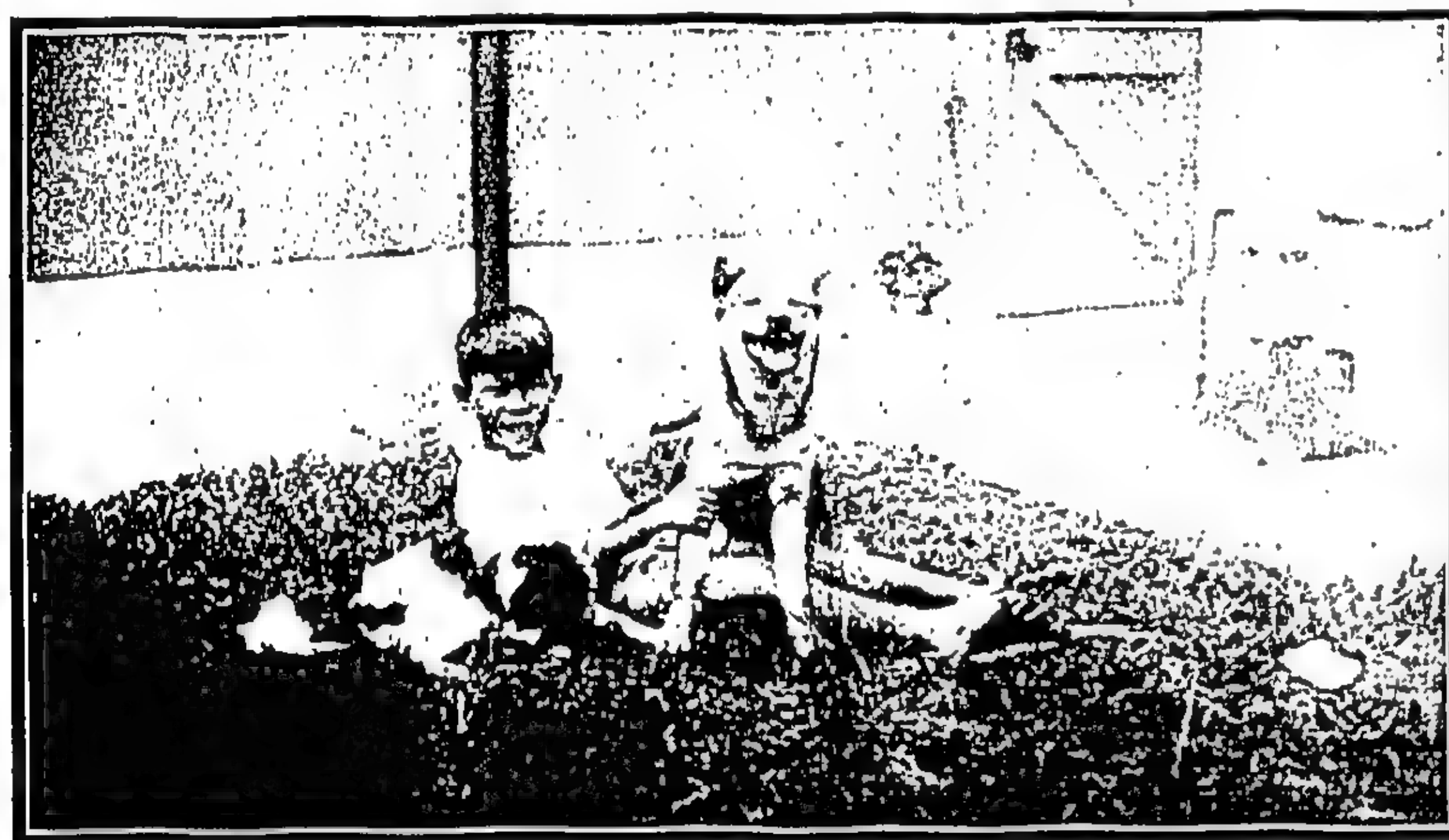
An artistic school children's section entry, entitled "Sunset Near Aberdeen." Entered by Mok Kai-wing, of Queen's College.



"The Stolen Kiss," an effective study by Mr. Loong Pei-tak.



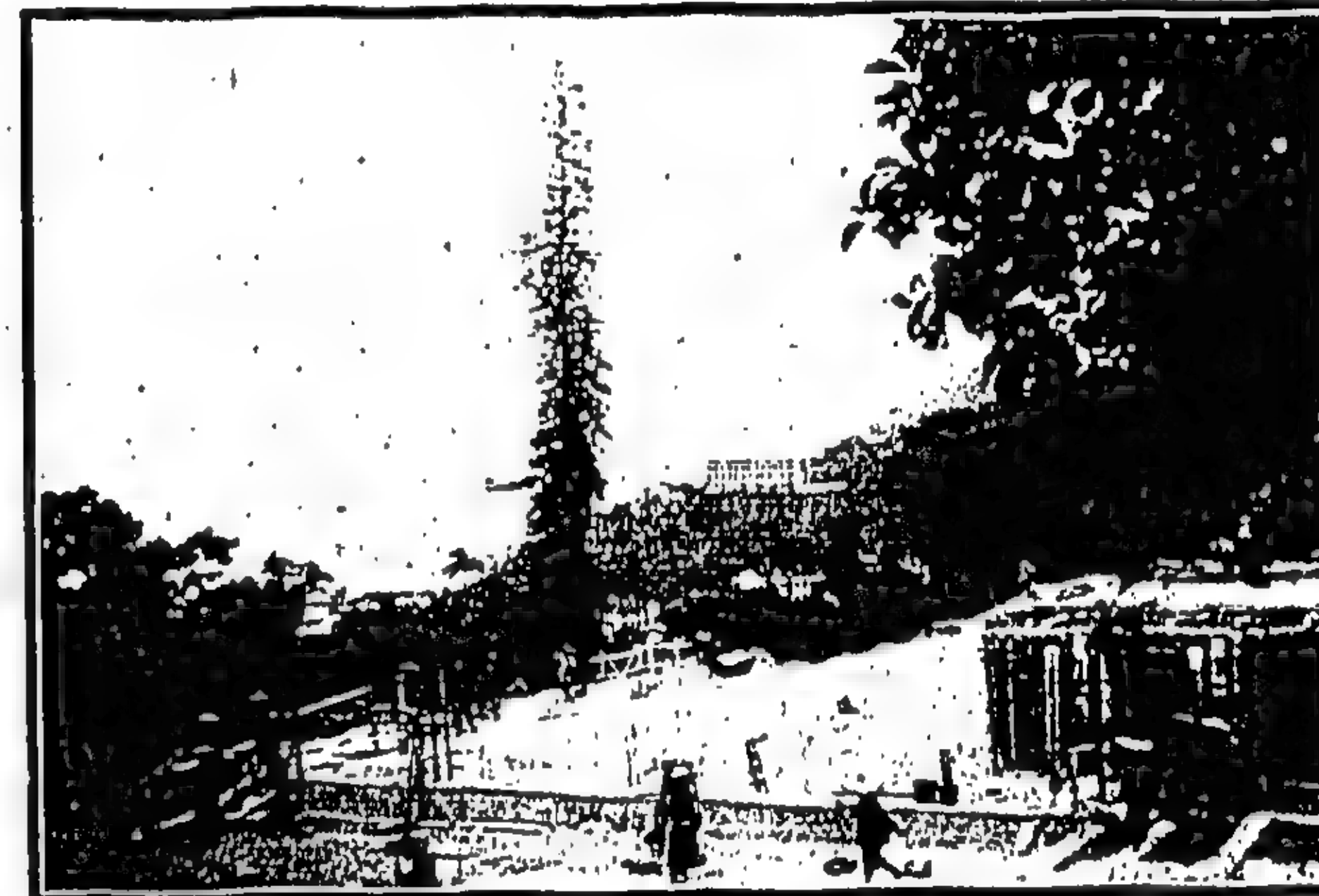
Master Andre Pestonji, of La Salle College, submits this entry in the school children's section. It is entitled "My Boat 'Azalea'".



Paulie See Kee, of Ching Wah College, enters this photo in the schoolchildren's section. It is entitled "Oh, Yeah!"



"A Quacking Life," entered in the schoolchildren's section by F. R. Abbas, Queen's College.



"But only God can make a tree!" Entered in the school children's section by Tony Green, of the Garrison School.



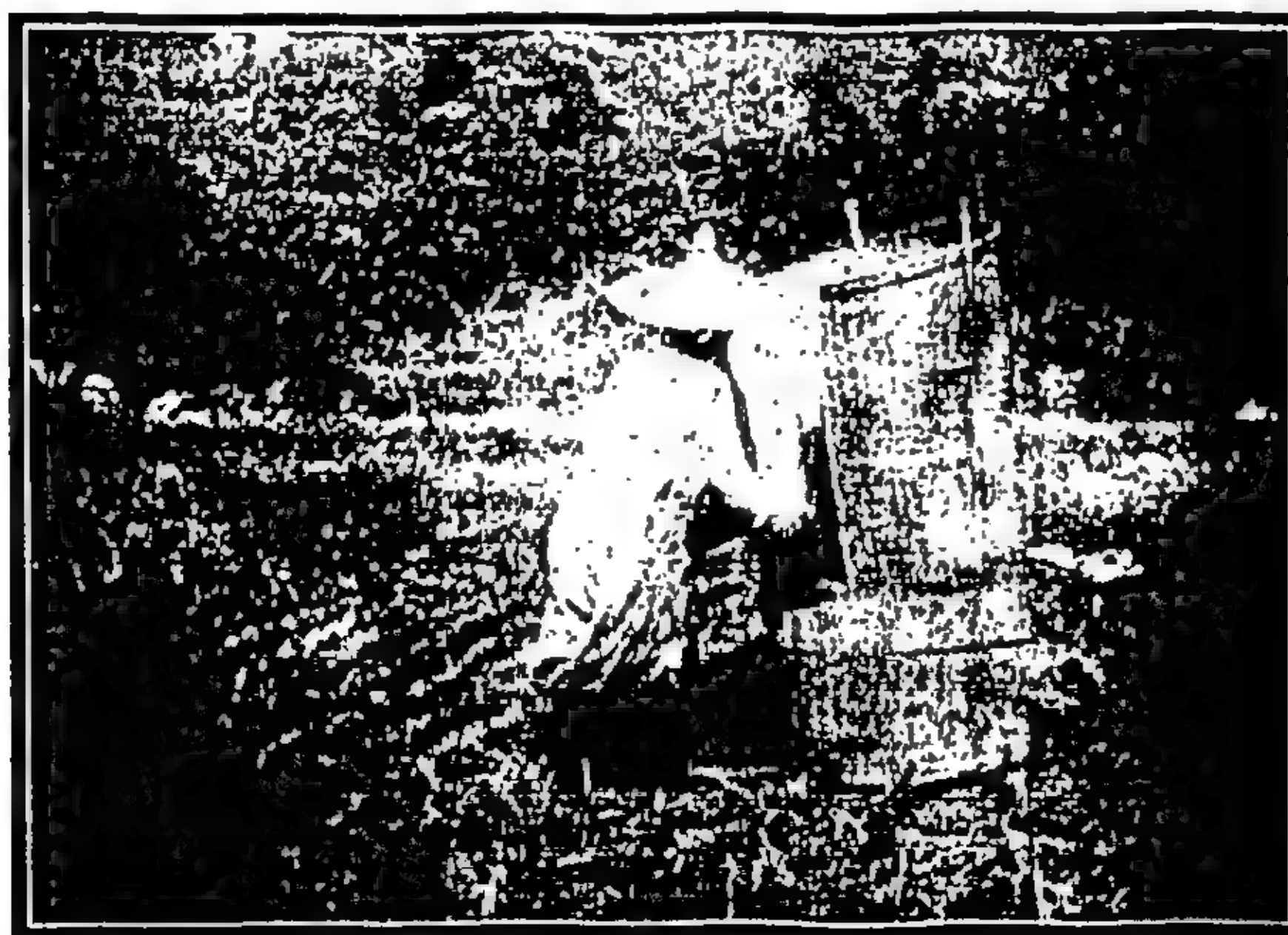
Dr. Th. Nagel, who enters this picture, names it "Pokfulum Road."



Jessie Wong, of the Diocesan Girls' School, enters this picture, entitled "The Guardian," in the school children's section.



"Plain Sailing," an effective entry by Mr. H. Alves.

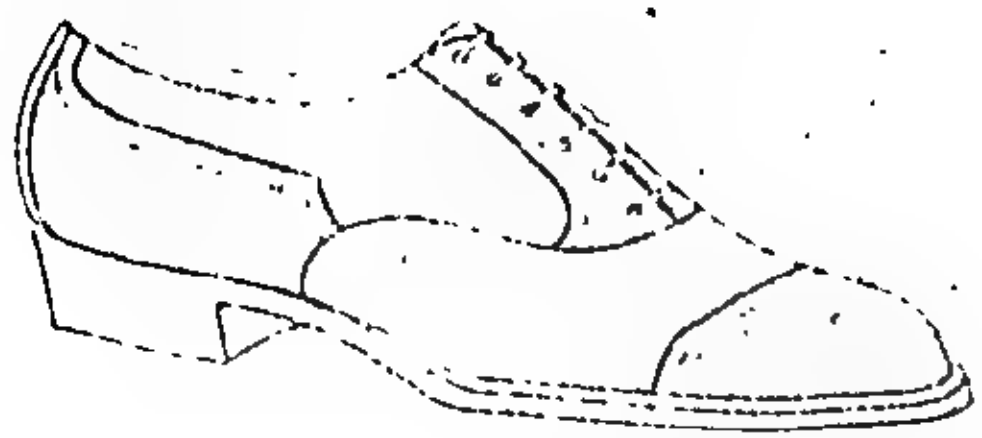


"Harvest Time," entered in the school children's section by F. R. Abbas, of Queen's College.



Yet another school children's section entry, by Tony Green, of the Garrison School. It is entitled "Fresh Eggs for Breakfast—But Not To-day."

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Comfortable in wear

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WHITE and
KHAKI

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Cotton
Cotton & Wool
and
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"Cracking-firing," a very effective entry in our Photograph Competition by Mr. Loong Pei-tak.



One way of keeping cool. A competition entry by Miss E. O'Hagan.



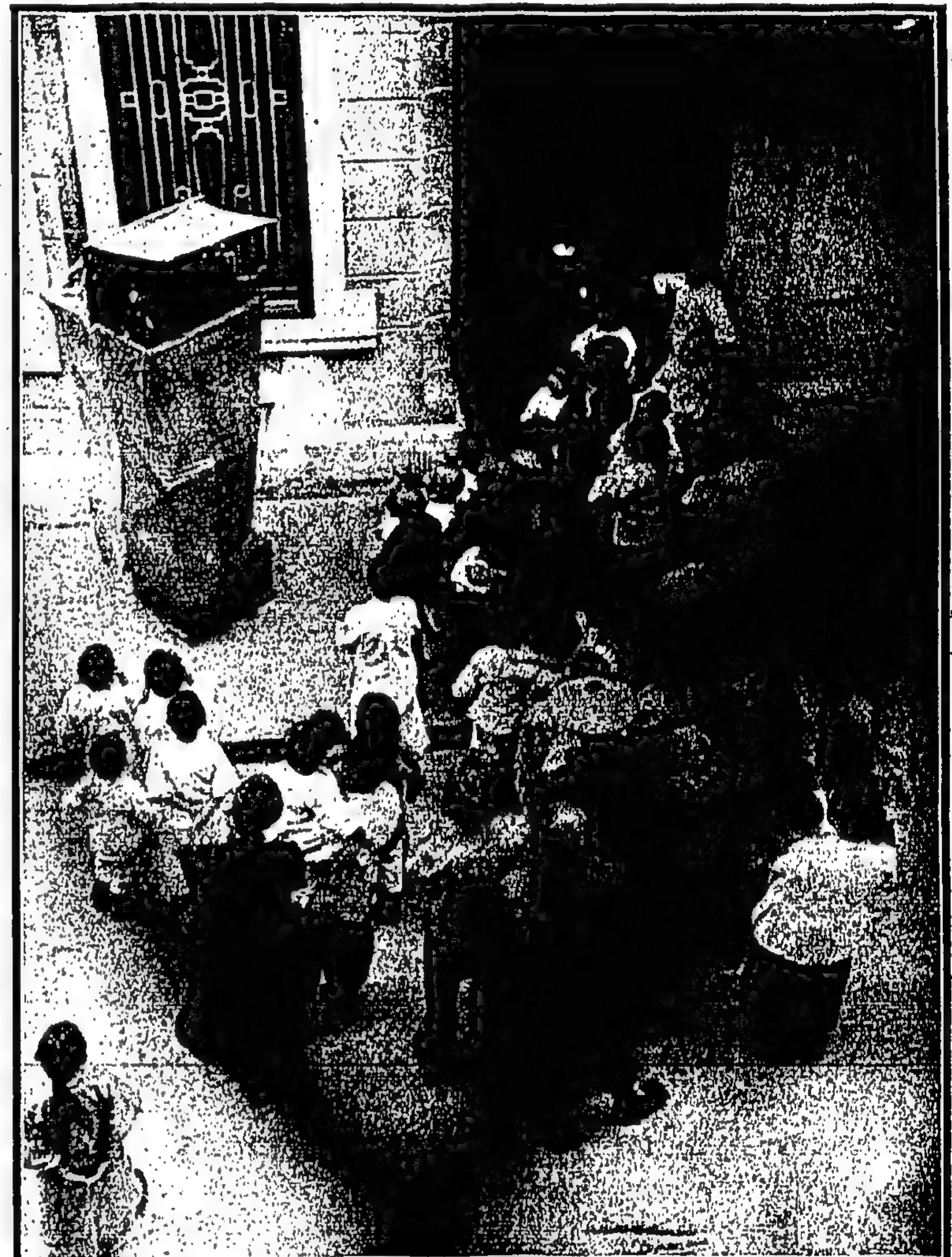
The "Lady of the Night" (Cereus grandiflorus). This is one of two photographs taken by Capt. F. W. Webb, A.D.C., when it flowered at Government House on Saturday. The bloom only opens at night, and fades within a few hours.



The Police sprang a surprise on the K. C. C. in the Lawn Bowls League on Saturday, winning by 13 shots. One of the rinks is seen in play. (Photo: Ming Yuen).



The Lawn Bowls League match between the Kowloon Bowling Green Club and Taikee, on the former's ground, is shown in progress above. The visitors won. (Photo: Ming Yuen).



"The Punch and Judy Show." Another excellent study entered in our Photo Competition by Mr. Loong Pei-tak.



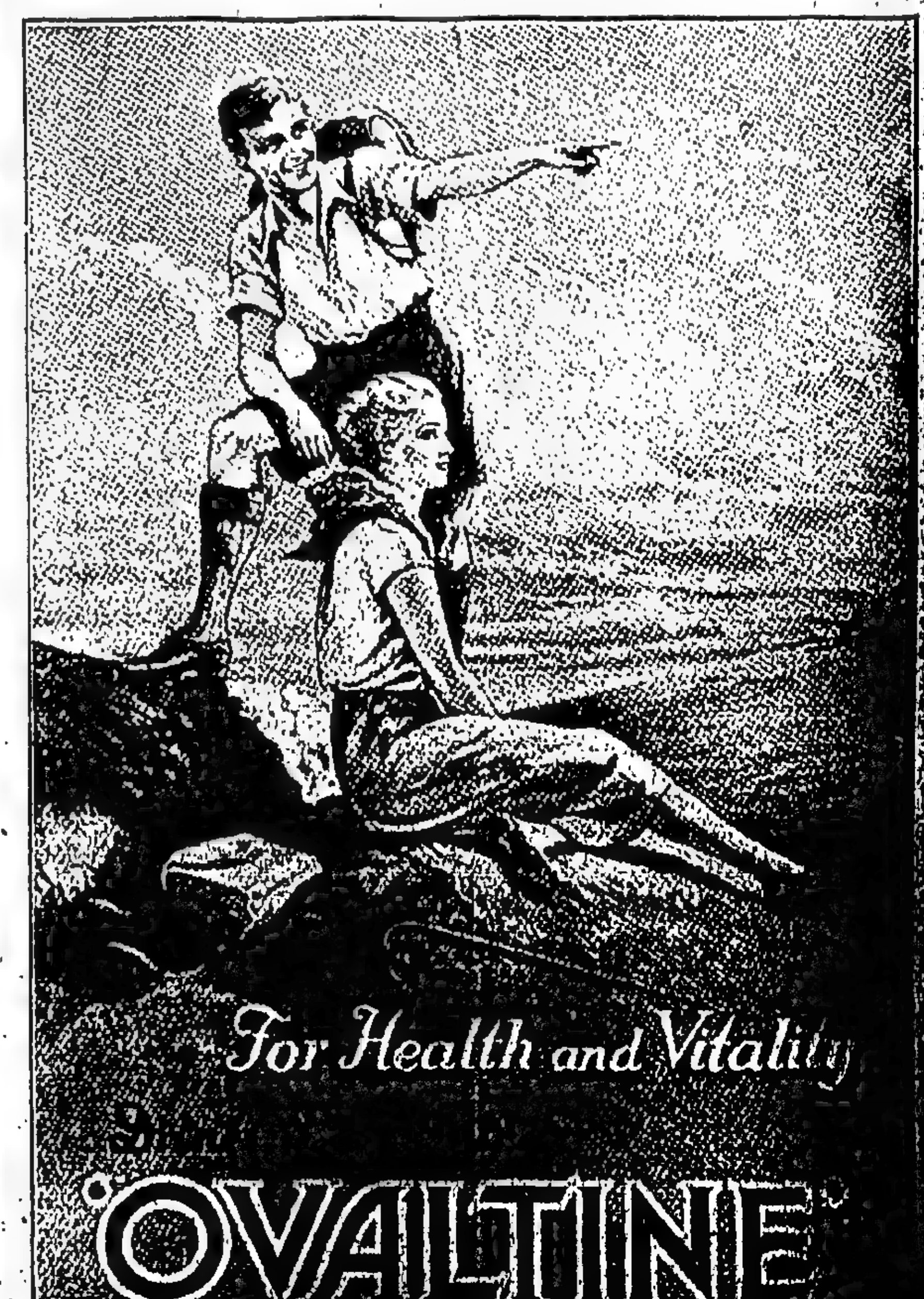
Special religious services were held at Macao on Sunday in memory of those who lost their lives in last year's disastrous explosion. Photo, taken last week, shows some of the damaged property.



Third round matches in the Happy Valley Golf Championship were played on Sunday. Above pictures show two of the competitors teeing off. (Photos: Ming Yuen Studio).



Members of the Amoy Y's Men's Club photographed on the occasion of the inauguration meeting. Dr. Lim Boon-kay, President of the club, is seated in the center of the group, with Mr. Yick-sun, Secretary, on his right.



For Health and Vitality

OVALTINE

NOTED INDIAN

DEATH OF POLICE OFFICER.

LOSS TO HONGKONG

The Hongkong Police Force in particular and the Indian community in general have suffered a severe loss by the death of Khair Sahib Nawab Khan, Assistant Superintendent of Police, whose death has occurred in India.

Although he was in indifferent health when he left Hongkong on ten months' leave in August, 1931, news of his death came as a great shock to his many friends in the Colony where he was much admired and respected by all who came in contact with him.

Joining the Hongkong Police Force as a constable on January 6, 1899, the late Khan Sahib Nawab Khan soon showed zeal and diligence in his work and by the usual steps of promotion attained



the rank of inspector in 1911. He was highly commended by the Captain Superintendent of Police for good work done in connexion with larceny of naval stores and in 1918 was granted the fourth class Police medal, followed by the award of the third class medal two years later.

SPECIAL TITLE.

In 1924 he was granted, as a personal distinction, the title of Khan Sahib by the Viceroy of India, while the following year his zeal and diligence were commended by the C. S. P. for his investigations into a murder in Bonham Strand on June 23, 1925. Two Indians were then arrested in connexion with the affair, one being sentenced to death and the other acquitted.

In 1929, together with Sirdar Sahib Mohinder Singh, the late Khan Sahib Nawab Khan was promoted to the post of Assistant Superintendent of Police, two ranks specially created in recognition of the services of these two brilliant officers.

Khan Sahib Nawab Khan was closely identified with the affairs of the Indian community in Hongkong and for many years he devoted himself to matters in the administration of the funds and general matters concerning the Mohammedan Mosque and Cemetery. He was also a prominent member of the Indian Recreation Club and for many years served on the committee.

LOYAL DEVOTION.

Always courteous and obliging and willing to do his utmost in the interests of the community, the late Khan Sahib Nawab Khan was well liked and highly respected by all classes. By his loyalty, zeal and sincere devotion to his duty he earned the confidence and esteem of his superiors. He leaves a widow and a family to mourn his death and to him will be extended the deepest sympathy.

ANGLO-IRISH RAPPROCHEMENT

(Continued from Page 1).

say, is certain. That, I know, will be good news to every citizen of the old country.

ONE IDEAL.

Mr. Thomas said the one ideal of all delegates from all parts of the Empire had been to help all parts of it out of the industrial turmoil and economic difficulties of the moment. In so doing, they had never lost sight of the world position.

They realised that the Empire, important as it is, could not be had and no intention of being outside the sphere of world-influence.

On the subject of radio, Mr. Thomas emphasised its importance in maintaining contact between distant parts of the Empire. He said British radio was admired throughout the world, not only for its broadcasting system, but also for the high technique of manufacture employed in the construction of British radio receivers.

CINEMA SCREENINGS.

NOTES SUPPLIED BY THE THEATRES

Lovers of the art of Russian ballet dancing will find in "Dark Red Roses" a dance staged by Madame Lydia Lopokova, Anton Dolin and Georges Balanchine, which is the essence of beauty and grace. The dance forms one of the highlights of the picture and is, in itself, a beautiful drama. The theme of the dance has a direct bearing on the picture and proves the subtlety of the director in incorporating it in the feature.

The group statue, "Youth," done by David, the well-known London sculptor, was given a public showing at the Cardew's and every critic of any note in the country attended and were extravagant in their praise of the sculptor's work. Following the viewing of the group, an interesting musical was staged at which time Anton Dolin, played for the first time publicly his new ballet, "Dark Red Roses."

Hear this wonderful theme song in "Dark Red Roses" at the Central Theatre. And besides this you will see the wonder picture "INGAGI" which is to be shown with "Dark Red Roses" in one programme to-day.

"Are You Listening?"

The "inside" of a great broadcasting station in operation, details of the strange occupations of artists heard over the air, their joys and sorrows, are woven into a powerful drama in "Are You Listening?" film version of the J. P. McEvoy radio story, which will open to-morrow at the Queen's Theatre.

William Haines is seen in his first straight dramatic characterization in this picture, playing the role of a radio continuity writer whose existence is made miserable by a neurotic henpecking wife, who refuses to give him a divorce so that he can marry the girl he really loves. This domestic impasse eventually results in a bitter quarrel in which the wife is accidentally killed. Haines is frequently caught through the very channels of the radio by which he had hoped to achieve a successful career. Underlying the plot are the diverse romances of three small town sisters who find employment in a New York radio broadcasting station and it is in this locale that much of the film's comedy moments take place. Audiences will be amused to see just what takes place "behind the scenes" when a broadcaster's idea of a thunderstorm or horse-race is put into execution.

Madge Evans plays opposite Haines and the cast also features Anita Page, Karen Morley, Neil Hamilton, Wallace Ford, Jean Harlow and Joan Marsh, with Harry Beaumont directing.

"The Calendar."

Gordon Barker, the well-known film actor, who plays one of his typical butler-burglar roles in the screen version of the Edgar Wallace racing thriller, "The Calendar," which is showing to-day at the King's Theatre, is possessed of an exceptionally clever mascot in the person of Jim, a blind terrier.

Jim unfortunately lost his sight just over a year ago, and since that time has been a pathetic and subdued figure unceasingly in Mr. Barker's side. This time, in fact, inseparable and devoted friends, Jim goes to the studio daily, where he follows his master from dressing room to set, and so highly developed is his sense of intelligence that, despite his blindness, he can sense when filming is in progress and when it is ended. He understands that when the microphones are open he must remain perfectly quiet and still, which he does, stretched out behind the powerful arm lamps and cameras, nose in paw. Once the "shooting" is over, he shakes himself and hurriedly joins his master.

Jim's patient submission to the calamity of eternal darkness, and his sympathy and admiration of the studio staff and also of Miss Edna Best and Mr. Herbert Marshall, who played the leading roles in "The Calendar," Jim won the highest studio recognition—he is a "great feller."

"Life Of The Party."

Winnie Lightner's portrayal of the role of Mabel, in "Gold Diggers of Broadway" made her name a symbol for mirth from one end of the country to the other—and now she appears in another part of the same order, only more amusing. She is a gold-digger operating, not in an unusual way, but professionally, in Havana as well as New York.

Winnie Lightner's humour is unique, nobody else can wink, wallop or woo with such devastating results as she, and the clever Arthur Caesar dialogue of "The Life of the Party" gives her added opportunity to play up comedy situations to the limit. Lovely Irene Delroy is cast as the partner in the business of roping in unsuspecting sugar daddies and a number of noted Broadway comedians are also in the cast. Butterworth, Judels and Hoyt are as funny a trio as can be found, and Jack Whiting as the young millionaire puts just the right touch to the romance of pretty but hardboiled Dot.

Winnie sings some rousing new songs with the zest of which she only is master. The direction is fine and the photography beautiful. "The Life of the Party" is destined to out-class "Gold Diggers of Broadway." Don't miss it.

"The Spy"

To her patrician birth, which is borne out by her distinguished appearance, Kay Johnson owes her good fortune in being chosen for the aristocratic role of Anna in "The Spy." Fox movie-tone drama based on the secret service system of Soviet Russia, directed by Berthold Viertel, which will be the featured screen attraction at the King's Theatre beginning on Sunday.

Miss Johnson was born in Mount Vernon, New York, daughter of

POLICE OFFICERS

ROBBED

HATS STOLEN DURING SESSIONS TRIAL

A series of audacious thefts which have occurred in the Supreme Court building, by which a number of police officers, including the Chief Detective Inspector, Mr. A. N. Reynolds, were victimized, had a Court sequel to-day, when Pang Cheung, an office-boy employed at Messrs. Alex Rodas's, was charged with the theft of four hats between the dates of August 10 and 18.

It was stated that the thefts occurred during the progress of the Village Road murder trial.

Chief Detective Inspector Reynolds, it was stated, had occasion to attend the trial on August 10. On entering the Court-room, he left his hat conveniently on a hot-water radiator in the corridor. He missed the hat on returning for it.

The same thing occurred when Detective Sub-Inspector Rozesky, an officer giving evidence at the trial, deposited a felt hat on the same spot two days later.

The third victim was a Chinese detective. His topee similarly disappeared.

The next victim, also a Chinese detective, ran down the culprit. He came out from the Court room in time to espy a man walking off with his hat, and detained him. It then transpired that the same man had been responsible for the previous thefts.

In outlining the case, Sgt. Fitches said the man was employed on a wage of \$30, and appeared to hold a fairly responsible position.

In taking a compassionate view of the case, Mr. Wynne-Jones indicated his readiness to bind the defendant over with a personal surety "which must be worth while," his Worship stipulated.

Defendant was remanded until Monday morning to enable him to find this surety.

T. B. MITCHELL FOR AUSTRALIA

DERBY TRUNDLER FILLS LAST VACANCY

London, Aug. 19. T. B. Mitchell, the Derbyshire trundler, has accepted the invitation of the Marylebone Cricket Club to tour Australia, and England's team is now complete. The party, which will leave on September 19, is now as follows: Jardine (captain), Duleepsinhji, Brown, Allen, the Nawab of Pataudi, Sutcliffe, Hammond, Wyatt, Ames, Duckworth, Larwood, Leyland, Voce, Verity, Tate and Mitchell.—*Reuter*.

EDUCATION MINISTER

NEW APPOINTMENT IN MANCHURIA GOVERNMENT

Tokyo, Aug. 19. In accordance with the request from the Manchukuo Government, Mr. Hatoyama, Minister of Education has decided to recommend Mr. Sei Nishiyama, ex-Chief of the Religious Bureau of the Home Office, as Minister of Education in the Manchukuo-Government. Upon his formal appointment, Mr. Nishiyama will proceed to Hsinking shortly.

The Manchukuo Government has decided to establish a new Ministry of Education for the development of National education.—*Reuter*.

Thomas Robert Johnson, who designed the Woolworth Tower. From earliest childhood she showed a marked interest in the arts, which led to her being educated at Drew Seminary and the American Academy of Dramatic Arts.

Cecil De Mille saw her performance in "The Silver Cord" in Los Angeles and immediately chose her for the lead in "Dynamite," a screen role that called for an actress possessing the quality of being "to the manner born," and who could look upon the management of millions, a large house and a staff of servants as a natural heritage. Her role of Cynthia in "Dynamite" established her as a screen actress worthy of the most emotional roles. Since then she has been in great demand and has grown in popularity with each new portrayal.

"The Woman."

In "His Woman," the Claudette Colbert and Gary Cooper co-starring picture directed by Edward Sloman, now showing at the Oriental Theatre, Averil Harris as a heavy, again does a tumbling act. In his character of the first mate on a freighter captained by Gary Cooper, the star and Harris engage in a terrific battle ending only when the villain is knocked over the side of the vessel. Harris' role in this story differs from the others in that he is not killed but later rescued by another ship. However, since the ocean scenes actually were filmed on the Atlantic, Harris, who never uses a double, declares that the tumble, though not deadly, was a slightly

REPEAL OF RUSSIAN AGREEMENT.

TO FOLLOW PACT BETWEEN ENGLAND AND CANADA

Ottawa, Aug. 19. The abrogation of the United Kingdom commercial treaty with the Soviet, signed in 1930, will follow the adoption of the Anglo-Canadian agreement it is asserted.

A high Canadian authority further stated that a formula had been agreed to, whereby Russian dumping would be dealt with immediately in an administrative action. The formula did not specify Russia in its phraseology, but it was understood to refer to "Non-Empire" countries.—*Reuter*.

[The problem of Russian dumping is said to have underlined the postponement of the Conference's closing date. Canada and some of the Dominions pressed for the rigid control and restriction of Russian imports into Britain.]

TRAVELLING UNDER DIFFICULTIES.

TRAINS AND BOATS ON SIBERIAN ROUTE

Peiping, Aug. 19. Trans-Siberian passengers arriving from Europe will have an exciting journey between Manchuli and Harbin, according to the latest foreigners to arrive from Harbin. Shortly before reaching Tatsihar they will have to leave the train and take motor boats which will ferry them across the swollen Nonni River to join the train on the other side and travel as far as the brink of the vast lake which surrounds Harbin where they will again take motorboats and complete the last stage of the journey to Harbin.

Foreigners report that Japanese military authorities are taking energetic measures to care for refugees, fight cholera and police the city.—*Reuter's Special*.

GREATEST OF ALL OLYMPICS

(Continued from Page 8.)

Marzi, Italy. Team epee—France. Individual epee—Corgagcia Medici, Italy.

GYMNASTICS.

Team title—United States. Individual title—Stephen Pelee. CYCLING. 4,000 meter pursuit race—Italy, 4 minutes 52 seconds. 110 kilometer race—Attilio Pazzoni, Italy, 2 hours 29 minutes 3-3/5 seconds.

PISTOL SHOOTING.

Major Renzo Morici, Italy.

FIELD HOCKEY.

India, 1928 champions.

EQUESTRIAN.

Prix des Nations (jumping) Lieut. Takeichi, Japan.

SUGAR MARKET

THE LATEST CABLED QUOTATION

The following cable at the close of the sugar market yesterday has been received by Messrs. Pen-treath and Co.

London Terminals.

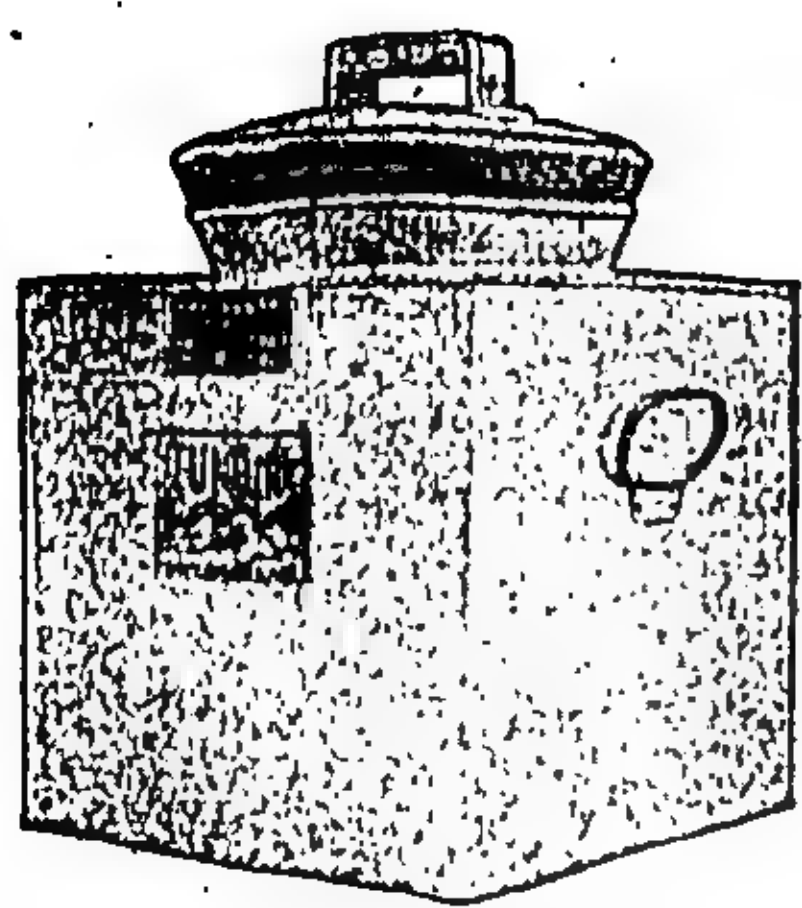
December 1932 6/6 down 1/4 d. March 1933 6/7 1/2 down 3/4 d. May 1933 6/9 down 3/4 d. August 1933 6/10 1/2 down 1/4 d. Buyers at above prices, sellers asking 1/4 d-1/2 d. more.

New York Terminals.

September 1932 1.09 down 1 pt. December 1932 1.13 no change. March 1933 1.08 down 1 pt. May 1933 1.12 no change. July 1933 Cuban 96—Spot New York 1.17 down 1 pt. London (19/8/32).—Cuban Raw 96% pol., August/September shipment, business has been done at 6/6 per cwt., C.I.F. United Kingdom, with sellers over.

7.30 p.m.—"Viva." 7.45 p.m.—Fox Service Programme—Anson Weeks and His Orchestra. 8.00 p.m.—La Insular Musical Varieties. 8.15 p.m.—Bolita Bole Musical Series. 8.30 p.m.—Bolita Bole Musical Series. 8.45 p.m.—Bolita Bole Musical Series. 9.00 p.m.—Bolita Bole Musical Series. 9.15 p.m.—Bolita Bole Musical Series. 9.30 p.m.—Bolita Bole Musical Series. 9.45 p.m.—Bolita Bole Musical Series. 10.00 p.m.—Bolita Bole Musical Series. 10.15 p.m.—Bolita Bole Musical Series. 10.30 p.m.—Bolita Bole Musical Series. 10.45 p.m.—Bolita Bole Musical Series. 11.00 p.m.—Bolita Bole Musical Series. 11.15 p.m.—Bolita Bole Musical Series. 11.30 p.m.—Bolita Bole Musical Series. 11.45 p.m.—Bolita Bole Musical Series. 12.00 p.m.—Bolita Bole Musical Series. 12.15 p.m.—Bolita Bole Musical Series. 12.30 p.m.—Bolita Bole Musical Series. 12.45 p.m.—Bolita Bole Musical Series. 1.00 p.m.—Bolita Bole Musical Series. 1.15 p.m.—Bolita Bole Musical Series. 1.30 p.m.—Bolita Bole Musical Series. 1.45 p.m.—Bolita Bole Musical 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Complete Suite or Separate.
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NINE VICTIMS
FOR LARWOOD

Some Exciting
Finishes

London, Aug. 18.

TWO Test bowlers, T. B. Mitchell of Derbyshire, who was yesterday selected to fill the last vacancy in the touring side, and Harry Larwood of Notts, performed with outstanding effect with the ball during the past three days, the former taking 10 wickets in one match and the fast bowler nine.

Nichols of Essex also adroitly used the leather against Hampshire, and captured ten wickets during two innings, whilst Gover of Surrey enjoyed a similar success.

COUNTY CHAMPIONSHIP.

Leicester (206 & 177-9) beat Notts (211 & 170) by one wicket at Leicester.
Surrey (196 & 157-9) beat Northants (122 & 228) by one wicket at Northampton.
Middlesex (420-8 dec. & 35-0) beat Glamorgan (249 & 204) by 10 wickets at Cardiff.
Hampshire (264 & 241) beat Essex (231 & 197) by 77 runs at Southampton.
Lancashire (375 & 208-4 dec.) beat Warwick (358 & 54-4) on 1st innings at Birmingham.

FRIENDLY MATCH.

Derbyshire (248 & 168) beat All India (205 & 202) by nine runs at Ilkeston.

HONOURS LIST.

Batting.

Tyldesley (Lancs) v Warwick ... 160
J. L. Guise (Middlesex) v Glamorgan ... 127
Naomai (All India) v Derby ... 101

Bowling.

Nichols (Essex) v Hampshire ... 4 for 67
and ... 6 for 63
T. B. Mitchell (Derby) v All India ... 5 for 77
and ... 5 for 71
Gover (Surrey) v Northants ... 5 for 13
and ... 4 for 56
Townsend (Derby) v All India ... 4 for 36
and ... 5 for 78
Larwood (Notts) v Leicester ... 4 for 51
and ... 5 for 94
Kennedy (Hants) v Essex ... 5 for 40
Smith (Leicester) v Notts ... 5 for 48
Sims (Middlesex) v Glamorgan ... 5 for 71
V. W. C. Jupp (Northants) v Surrey ... 4 for 23
Matthews (Northants) v Surrey ... 4 for 24
Boyes (Hampshire) v Essex ... 4 for 72
Herman (Hampshire) v Essex ... 4 for 81

ONE WICKET WINS

BY SURREY AND
LEICESTER

By the barest of margins, namely one wicket, Surrey and Leicester won their matches against Northants and Notts respectively, and in the friendly encounter between Derby and All India, the latter suffered defeat by nine runs.

Bowlers enjoyed the upper hand, T. B. Mitchell (Derby) securing 10 wickets for 148 runs, Nichols of Essex obtaining another ten for 130, and Gover (Surrey) and Larwood (Notts) each capturing nine.

The only batsmen to shine were Tyldesley who hit up 160 in Lancashire's total of 357, J. L. Guise, the old Oxford player, who scored 127 for Middlesex, who were responsible for the highest single innings aggregate of the series, and Naomai of India, who hit the Derby bowlers for 101.

Leicester accomplished a splendid performance in defeating Notts by one wicket, but Hampshire had to go all the way to secure the verdict against Essex.

The only match left without a definite result was that of Lancashire against Warwick, the former taking first innings points. Re-

Greatest of All Olympic Meetings

Fifteen New Record Created at
Los Angeles

AMERICA'S UNCHALLENGABLE SUPREMACY

Los Angeles, Aug. 15.
The Tenth Olympiad has gone down in history as a record breaker in the breaking of records.

Four years ago at Amsterdam twelve new men's track and field Olympic standards were set up, but at Los Angeles there were 18, and of these, seven were also world records. In the six women's events six new world and Olympic marks were established.

TRACK AND FIELD.

Shot put—Len Sexton, U. S. 52 feet 6-3/16 inches. New Olympic record.

High Jump—Duncan McNaughton, Canada. 6 feet 6-5/8 inches. 10,000 meters run—Jan Kusocinski, Poland. 39 minutes, 11-4 seconds. New Olympic record.

100 meters dash—Eddie Tolan, U. S. 10-3 seconds. New Olympic and tied world's record.

400 meters hurdles—Robert Tisell, Ireland. 51-8 seconds. Record not allowed as he knocked down last hurdle. Glenn Harding, U. S., second, credited with new Olympic record of 52 seconds.

Hammer throw—Dr. Patrick O'Callaghan, Ireland. 176 feet. 800 meters run—Thomas Hampson, Great Britain. 49-8 seconds. New world record.

110 meter hurdles—George Saline, U. S. 14-4 seconds (in trials). New Olympic record.

Broad jump—Edward Gordon, U. S. 25 feet 9-1/2 inches.

200 metres dash—Eddie Tolan, U. S. 21-2 seconds. New Olympic record.

Discus throw—John Andersson, U. S. 162 feet 4-1/2 inches. New Olympic record.

Pole Vault—Bill Miller, U. S. 14 feet 1-1/2 inches. New world record.

60,000 meters walk—Thomas W. Green, Great Britain. 4 hours 50 minutes 10 seconds (Olympic record, new event).

1,500 meters run—Luigi Baccali, Italy. 3 minutes 51-2 seconds. New Olympic record.

Hop, step and jump—Chuhel Nambu, 51 feet 7 inches. New world record.

Javelin throw—Matti Jarvinen, Finland. 233 feet 9-1/2 inches. New world record.

5,000 meters—Lauri Lehtinen, Finland. 14 minutes 30 seconds. New Olympic record.

400 meters—Bill Carr, U. S. 46-2 seconds, new world record.

3,000 meters steeplechase—Volmari Iso-Hollo, Finland. 9 minutes 18-4 seconds.

400 meter relay—United States quartet, 40 seconds, New world record.

1,600 meter relay—United States 3 minutes 8-2 seconds, New world record.

Marathon—Juan Carlos Zabala, Argentina. 2 hours 31 minutes 30 seconds, new Olympic record.

Decathlon—Jim Bruuch, U. S. 8,462-23 points, new world record.

Pentathlon—Yohan Gabriel Oxenstierna, Sweden. 32 points.

TRACK AND FIELD EVENTS—WOMEN'S.

Javelin—Mildred Didrikson, U. S. 143 feet 4 inches, new world record.

Discus throw—Lillian Copeland, U. S. 133 feet, new world record.

100 meters—Stella Walsh, U. S. 11-9 seconds, new world record.

80 meter hurdles—Mildred Didrikson, U. S. 11-7 seconds, new world record.

High jump—Jenn Shilley, U. S. 5 feet 5-1/2 inches, new world record.

400 meter relay—United States quartet, 47 seconds, new world record.

MEN'S SWIMMING AND DIVING.

100 meter freestyle—Vasiji Miyazaki, Japan. 58-2 seconds, new world record.

800 meters relay—Japanese quartet, 8 minutes 58-4 second, new world record.

100 meters backstroke—Shoji Kiyokawa, Japan. 1 minute 8-6 second.

400 meter freestyle—Clarence Crabbe, U. S. 4 minutes 48-4 seconds, new world record.

200 meter breaststroke—Yoshiyuki Tsuruta, Japan. 2 minutes 45-8 seconds (world record of 2 minutes 44-9 seconds set in semi-finals by Reizo Koike, who was second in final).

1,500 meters freestyle—Kusuo Kitamura, Japan. 19 minutes 14-4 seconds, new world record.

Springboard diving—Mickey Riley, Galtzen, U. S.

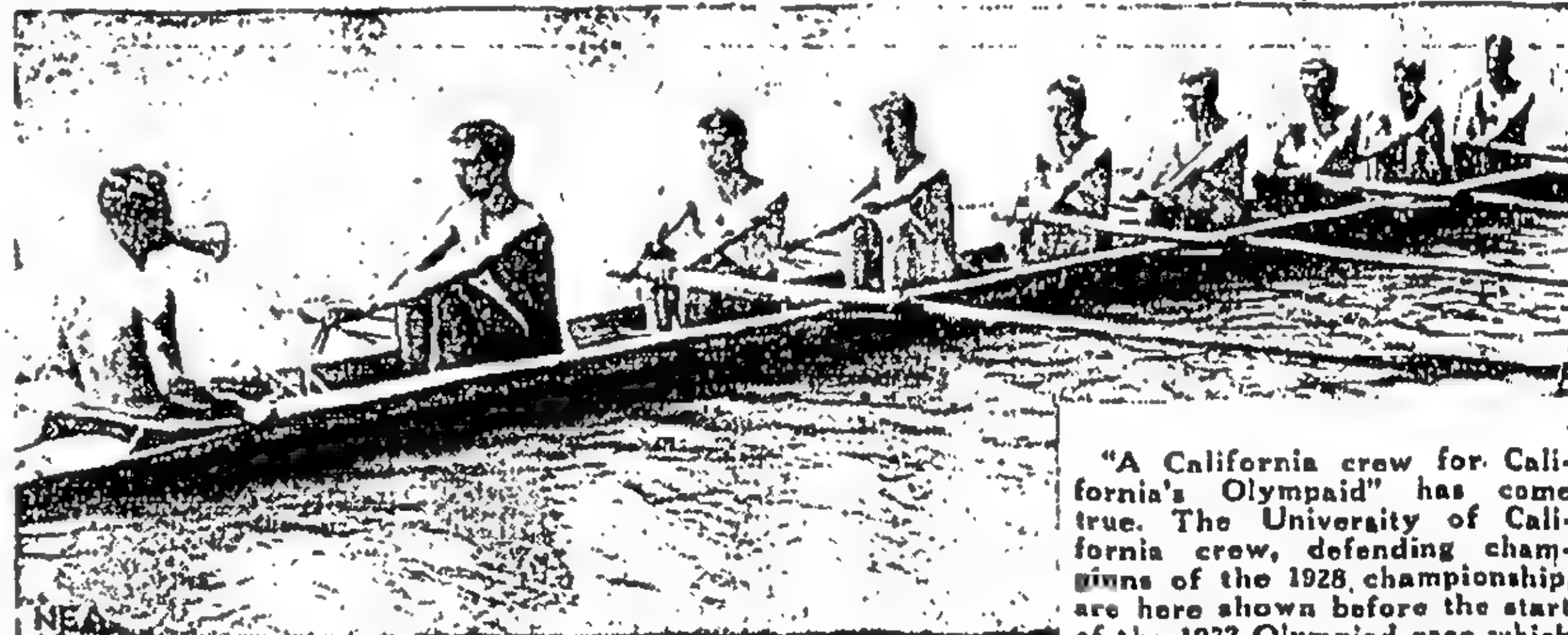
High diving—Harold Smith, U. S.

WOMEN'S SWIMMING AND DIVING.

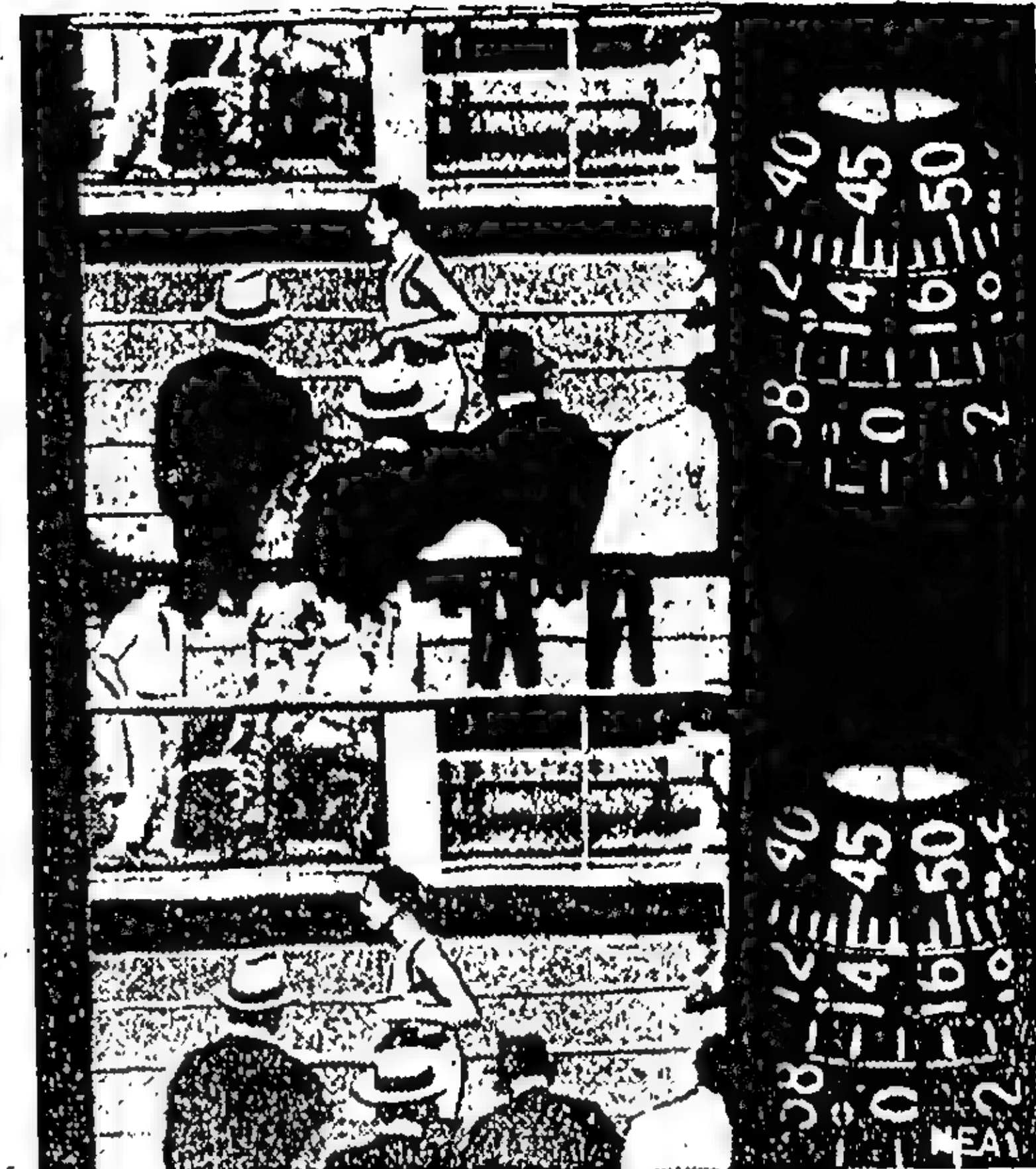
100 meters freestyle—Helene Madison, U. S. 1 minute 6-8 seconds, new world record.

200 meter breaststroke—Clare Dennis, Australia. 3 minutes 6-3 seconds, new Olympic record.

100 meter backstroke—Eleanor Holm, U. S. 1 minute 19-4 seconds, new Olympic record (Miss Holm set).



"A California crew for California's Olympiad" has come true. The University of California crew, defending champions of the 1928 championship, are here shown before the start of the 1932 Olympiad race which they won.



There was no argument about the winner or the time in races at the Olympic games, thanks to the combined camera and electric clock which takes pictures at the finish line as shown above. The clock started with the starter's pistol and both the time, to tenths of a second, and the finish positions of the runners were caught by the camera.

a new world record in a preliminary in 1:18.3).

400 meter freestyle—Helen Madison, U. S. 5 minutes 28-5 seconds, new world record.

400 meter relay—United States quartet, 4 minutes 38 seconds, new Olympic record.

Springboard diving—Georgia Coleman, U. S.

High diving—Dorothy Poynton, U. S.

WATER POLO.

Team champion—Hungary.

BOXING.

Team champion—United States.

112-lb. class—Stephen Enekes, Hungary.

118 lb. class—Horace Gwynne, Canada.

126 lb. class—Carlole, Roalebo, Argentina.

135 lb. class—Lawrence Stevens, South Africa.

Welterweight—Eddie Flynn, United States.

Middleweight—Carmen Barth, U. S.

175 lb. class—David Carstens, South Africa.

Heavyweight—Santiago Lovell, Argentina.

FREE STYLE WRESTLING.

Team title—United States.

Featherweight—Herman Pohna, janski, Finland.

Bantamweight—Robert Pearce, U. S.

Welterweight—Jack Van Berber.

U. S. Lightweight—Peter Mehlinger, U. S.

Middleweight—Ivar Johansson, Sweden.

Heavyweight—Johan Richsoff, Sweden.

GRECO-ROMAN WRESTLING.

Team title—Sweden.

Bantamweight—Jacob Brendel, Germany.

Welterweight—Eric Malmberg, Sweden.

Middleweight—Vaino Kokinen, Finland.

Heavyweight—Carl Westergren, Sweden.

ROWING.

Team title—United States.

Eight-oared crew, University of California U. S.

Single sculls—Bobby Pearce, Australia.

Double sculls—Garrett Ollmore and Ken Myers, U. S.

Pair-oared with coxswain—Germany.

Pair-oared without coxswain—Germany.

Four-oared with coxswain—Great Britain.

SAILING.

Star boat—Gilbert Gray, United States.

Eight meter yachts—Owen Churchill, United States.

Six meter yachts—Thor Holm, United States.

Monotype yacht—Jacques Lebrun, France.

WEIGHT LIFTING.

Featherweight—Raymond Suvigay, France.

Lightweight—Rene Duvorger, France. (717 pounds, three attempts, new world record).

Middleweight—Rudolf Ysmayr, Germany.

Light heavyweight—Louis Hustin, France.

Heavyweight—Haroslav Skovla, Czecho-Slovakia. (835 pounds, three attempts, new world record).

FENCING.

Team Foils title—France.

Individual men's foils—Gustavo (Continued on Page 7.)

CLEANER COOKING & ECONOMY FOR YOUR KITCHEN.

Prices from H.K. \$135 upwards.

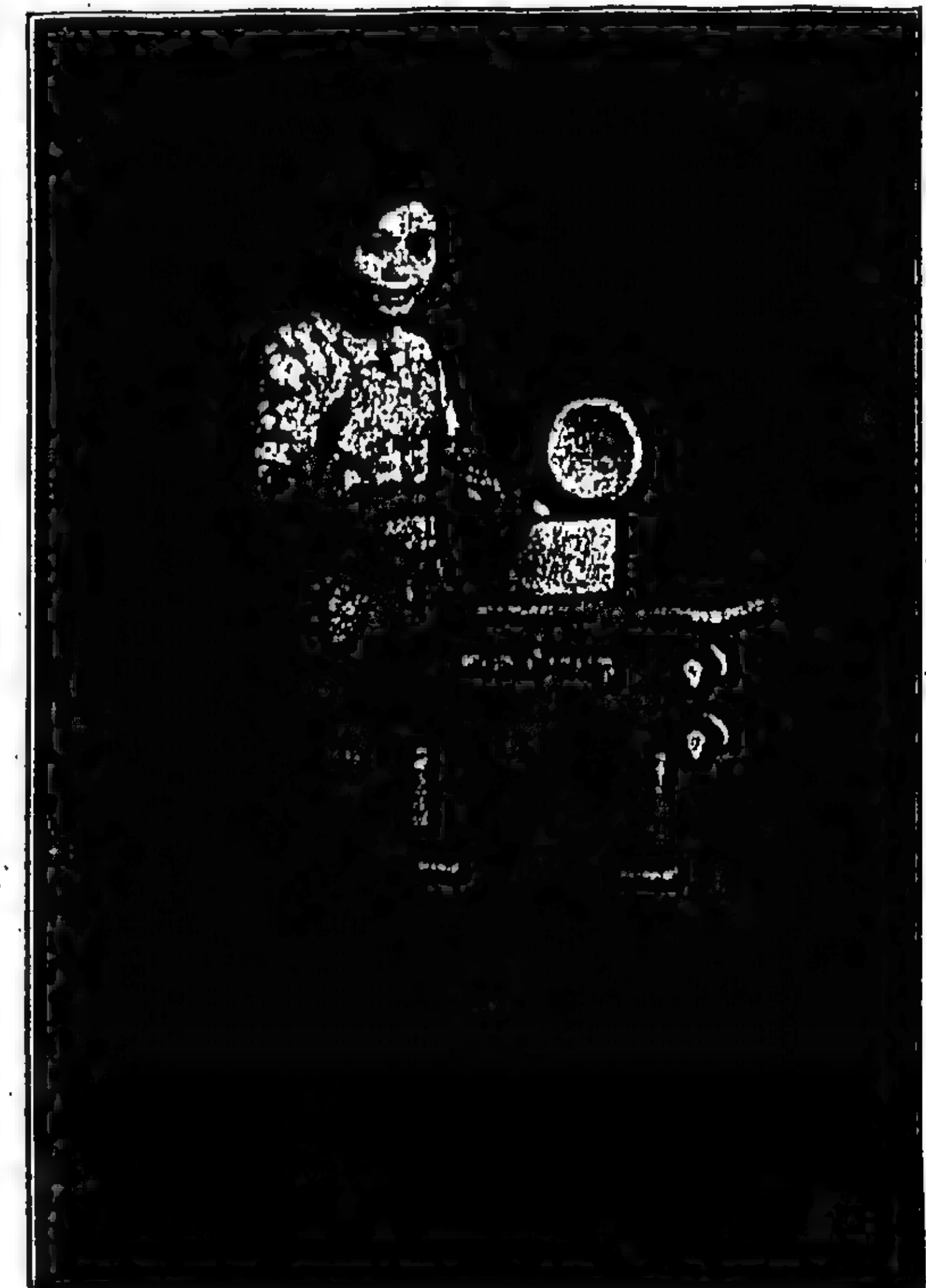
For years the kitchen was the "Black-hole" of the Hongkong home . . . just a place in which the cook worked. Now comes the realization that this most important of rooms can be made just as clean, as tidy and satisfying to your ideas of propriety as any other room in the house—And so . . . the kitchen of to-day need no longer be the sooty eye-sore of a room it used to be, but a bright, sootless healthy place . . . a room which it will be a pleasure to show to your friends. Many people have found the secret of this metamorphosis and, every day, more women are discovering the happy wisdom of cooking by electricity, the beauty and cleanliness of Moffats Electric Ranges and the surprising economy it is possible to effect by their use.

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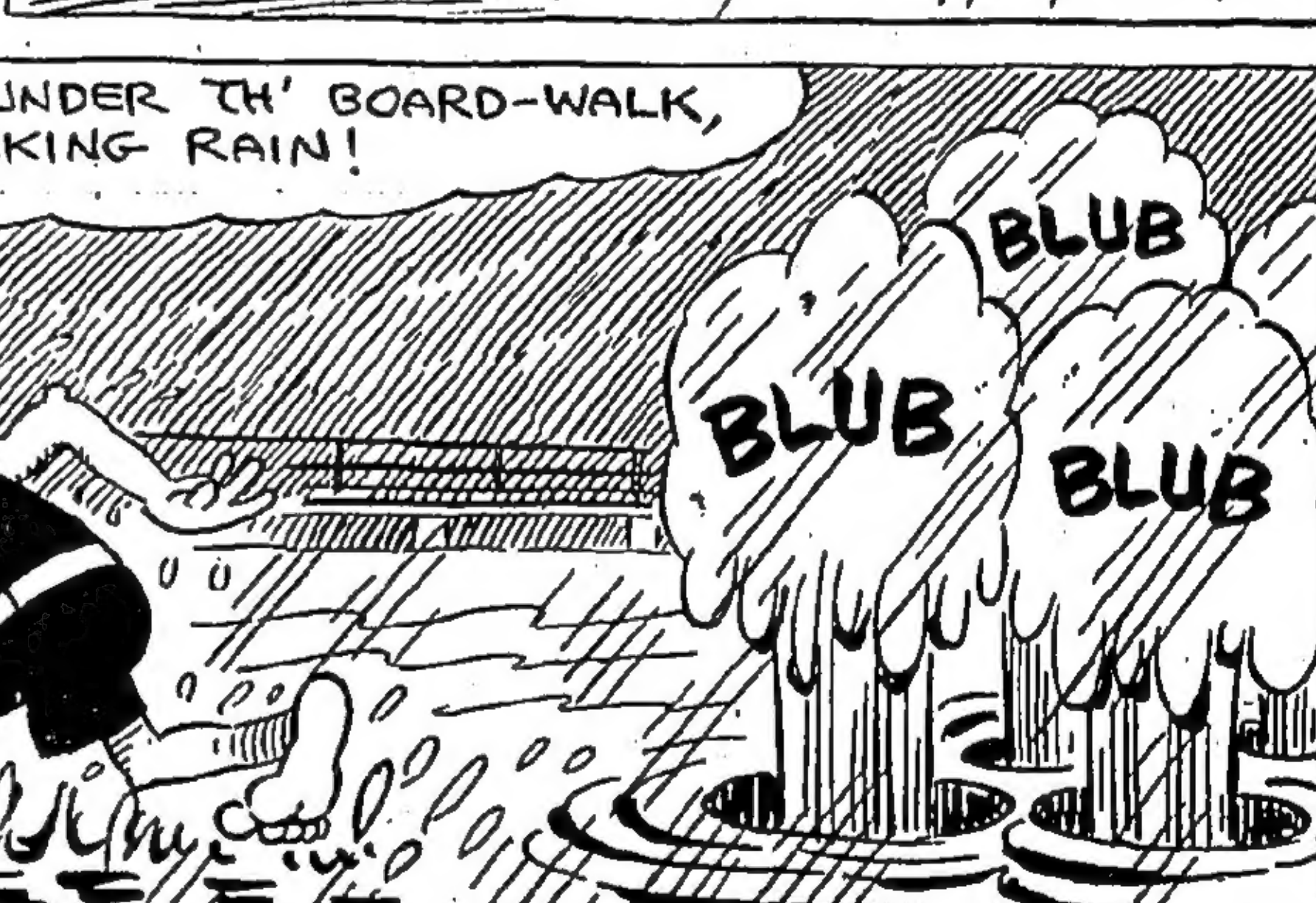
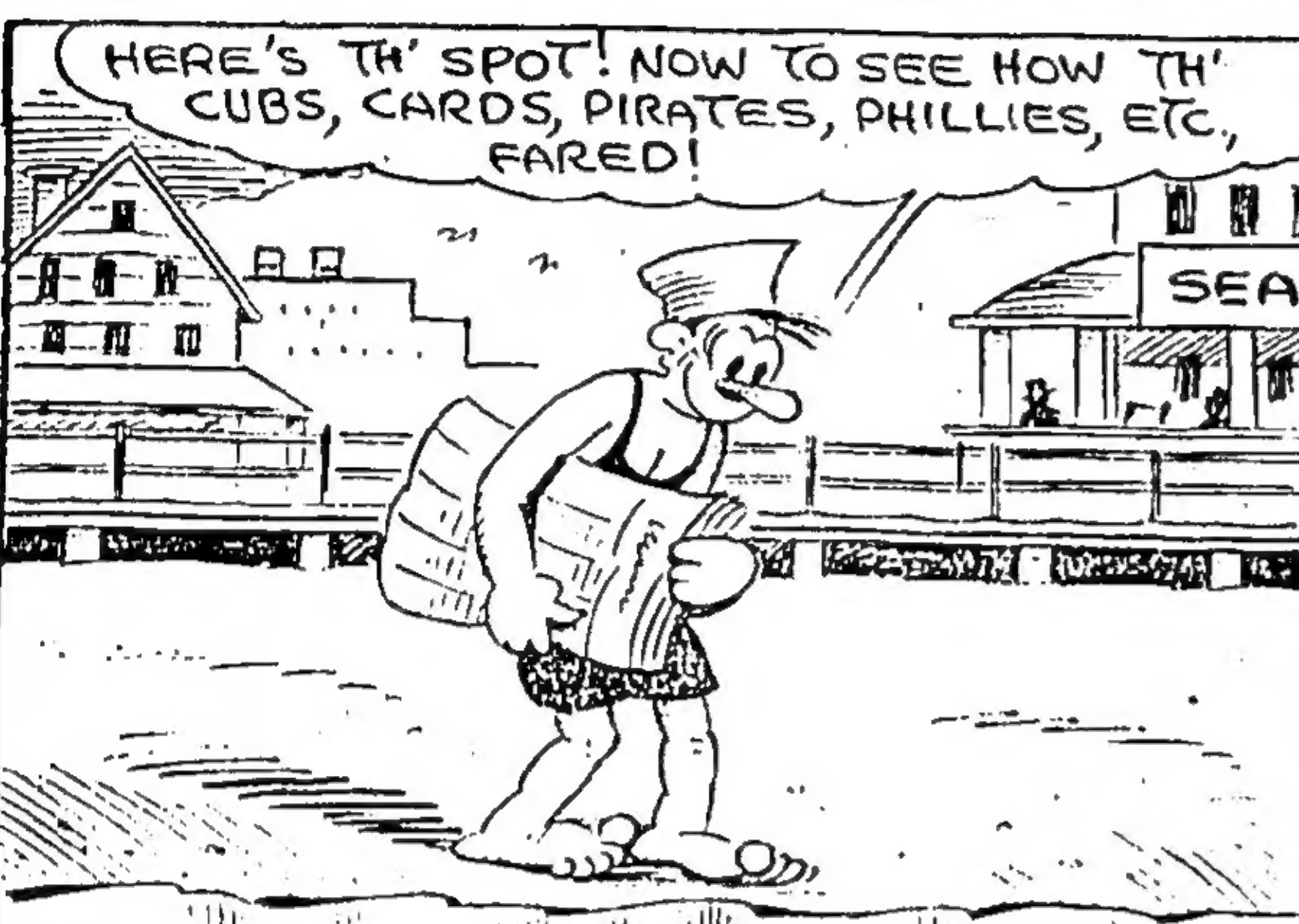
WELL, DID YOU EVER! SAM HOWDY IS STILL HOLDING ON TO HIS JOB AT THE BEACH! WE THOUGHT, AS A LIFE GUARD, HE WAS ALL WASHED UP—BUT APPARENTLY WE WERE ALL WET!

REG. U. S. PAT. OFF.

HELP!
HELP!

IT'S COMIN', SIR! THE OTHER LIFE GUARD WHO IS RELIEVIN' ME FOR A FEW HOURS WILL TAKE CARE OF YOU!

WITH NUTHIN' TA DO FOR A LI'L WHILE, I'LL GET THE SUNDAY PAPER AND READ IT ON TH' BEACH!



WHITEAWAYS GREAT SUMMER SALE.

SPECIAL BARGAINS FOR NEXT WEEK.

48 Only MEN'S BELTS English Leather. TO CLEAR \$1.00 Each.	36 Only MEN'S CELLULAR SHIRTS Odd Sizes. TO CLEAR \$3.50 Each.	12 Only WHITE TWILL TENNIS SHIRTS Odd Sizes. TO CLEAR \$2.50 Each.	72 Pairs MEN'S KHAKI HOSE All Sizes. TO CLEAR \$1.75 Pair.	36 Suits MEN'S POPLIN PYJAMAS Neat Stripes. TO CLEAR \$5.00 Suit.	36 Only MEN'S WOOL BATHING SUITS Odd Makes & Sizes. TO CLEAR \$6.50 Suit.	144 Only MEN'S BATSWING BOWS Asstd. Design. TO CLEAR \$1.00 Each.
50 Only MEN'S CORK & RUBBER HELMETS British Make. TO CLEAR \$6.50	50 Pairs MEN'S BRACES Assorted Makes. TO CLEAR \$1.50 Pair.	144 Only MEN'S OPEN END TIES. TO CLEAR \$1.50 Worth Double.	240 Only MEN'S SLEEVELESS COTTON VESTS TO CLEAR \$1.00 Each.	72 Only MEN'S INDIA GAUZE VESTS Short Sleeves. Size 34 to 38 inches. TO CLEAR \$1.25 Each.	144 Only MEN'S TUNIC - SHIRTS Neat Stripes. 2 Collars. TO CLEAR \$3.50 Each.	36 Pairs Only MEN'S PURE SILK SOCKS Size 11 only. TO CLEAR 75 Cts. Pair.



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PACIFICUS 31st Aug. For Marseilles, London, Rotterdam & Glasgow
 PERSEUS 7th Sept. For London, Rotterdam, Hull & Hamburg

LIVERPOOL SERVICE

TEIRESIAS 27th Aug. For Tripoli, Genoa, Liverpool, Havre & Glasgow
 OARDANUS 27th Sept. For Tripoli, Genoa, Liverpool, Havre & Glasgow

PACIFIC SERVICE

IXION 24th Aug. For Victoria, Seattle & Vancouver
 TANTALUS 17th Sept. For Victoria, Seattle & Vancouver

INWARD SERVICE

DAEDALUS Due 25th Aug. For Yokohama, Kobe & Yokohama
 KY 24th Aug. For Shanghai

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 Pres. Lincoln Sept. 13 Pres. Madison Sept. 17
 Pres. Coolidge Sept. 27 Pres. Cleveland Oct. 1

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Pres. Pierce Sun, Aug. 21 Pres. Van Buren Sun, Sept. 18
 Pres. Monroe Sun, Sept. 4 Pres. Garfield Sun, Oct. 2

TO MANILA

Next Sailing Pres. Pierce Aug. 21.

Pres. Grant Aug. 23 Pres. Monroe Sept. 4
 Pres. Jefferson Aug. 27 Pres. Lincoln Sept. 6

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 M.V. "SHANTUNG" 30th September.
 M.V. "NAGARA" 30th October.

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 M.V. "NAGARA" 23rd Sept.
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THE VOLUNTEERS

CORPS ORDERS FOR THE COMING WEEK

Hongkong Volunteer Defence Corps
 Orders by Lieut.-Colonel L. G. Bird, D.S.O., O.B.E., Commanding Hongkong Volunteer Defence Corps.

Friday, Aug. 19.

Parades.

(a). Battery.—There will be a lecture at 5.30 p.m. on August 25th at Headquarters for all members.

(b). Corps Signals.—1. Musketry Practice will be held at the Peak Range on Sunday, 21st August at 9.30 a.m. 2. Parades for Signalling Instruction will be held at Corps Headquarters at 5.30 p.m. on Tuesday 23rd August, and Friday, 26th August.

(c). A.A.L.A. Company.—No. 1 Sec. A.P.C. and No. 2 Sec. H.K. Electric. The usual weekly instruction parades are suspended till further notice. Instead, the two Sections will parade together on the first Thursday of each month at A. P. C. Installation, North Point at 5.30 p.m. Members are strongly urged to attend intermediate parades as often as possible with No. 3 Section, Centre, at Headquarters every Monday, at 5.30 p.m.

Other Sections will parade according to the following time table:—

No. 3 Section, Centre, at Headquarters at 5.30 p.m. on Monday, 22nd instant.

No. 5 Section, Kowloon Cricket Club, at Kowloon Cricket Club at 6 p.m. on Tuesday, 23rd instant.

No. 4 Section, Kowloon Dock, at Kowloon Dock at 5.30 p.m. on Friday, 26th instant.

(d). Portuguese Company.—1. The course of classes and lectures interesting and instructive subjects will be continued during the month of August, on Tuesday evenings at 5.30 p.m. All N.C.O.s are expected to attend, and any other member of the Company who is interested, may do so. When the training season commences, the position regarding existing N.C.O.s, and promotions generally, will be reconsidered in the light of the attendances at these lectures.

The seventh lecture will be on Tuesday, 23rd August Subject:—The co-operation of Arms and Services of the Army by the Adjutant.

2. The training season 1932-33 commences on Tuesday, the 6th September. All ranks are urged to make

their best endeavours to attend all parades during the training season irrespective of their requirements for efficiency, as only by this means can an interesting and effective training programme be carried out.

(e). Anzac Company.—1. Parade at Volunteer Headquarters at 5.30 p.m. on Monday, 22nd August.
 L/Cpl. Stainfield and Privates Fincher, Mackay, Brown, Mildren, Dalziel, Hynde, Way, Jordan, Raven, White E.H.P. Monks and Kent are detailed for Machine Gun Instruction. The remainder will parade under C. S. M. Jenkins for Preliminary Musketry Instruction.

2. N.C.O.s. Class will be held on Friday, 26th instant at 5.30 p.m. All N.C.O.s, and other members of the Company who may be interested should attend these classes regularly as all future promotions and appointments will be subject to examination.

(f). The Officers Commanding the undermentioned Units will issue their Orders separately to their Commands:

I. Engineer Company.
 II. Machine Gun Troop.
 III. Armoured Car Section.
 IV. Motor Machine Gun Section.
 V. Machine Gun Company.
 VI. Scottish Company.

Struck Off The Strength.

Having completed 3 years' Service.

No. 1406 L/Cpl. J. Forbes, No. 7 Platoon as from 11.8.32.

Transferred to Another Post.
 No. 1924 Pte. L. Blair, No. 3 Platoon, as from 15.8.32.

Strength.

The following has been taken on the Strength:

1930 Pte. J. G. Raven Anzac Company 15.8.32.

Leave.

No. 1616 Pte. J. J. Ferguson, No. 7 Platoon, granted 1 month's leave from 27.7.32 to 26.8.32.

No. 1780 Tpr. G. W. Tolmie, Machine Gun Troop, granted 3 months' leave from 13.8.32 to 12.11.32.

Lieut. H. G. Williams, Motor Machine Gun Section, granted 3 weeks' leave from 13.8.32 to 3.9.32.

W. H. G. GOATEL, CAPTAIN, ADJUTANT, H. K. V. D. CORPS.



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Arrivals from Europe	Sailings	Destination.
Sailings to North China & Japan	To Europe	
(NDL) M.S. "Havel"	4th Sept. Mar., C'blanca, L'don, R'dam, H'burg, Bremen.	
(HAI) M.S. "Muensterland"	7th Sept. Genoa, Marseilles, R'dam, H'burg.	
(HAI) M.S. "Leverkuhn"	17th Sept. Genoa, Barcelona, R'dam, H'burg.	
20th Aug. (HAI) S.S. "Nordmark"	24th Sept. Genoa, Lisbon, Rotterdam, Hamburg.	
2nd Sept. (NDL) S.S. "Saarbruecken"	28th Sept. Genoa, B'ona, B'lona, L'don, R'dam, H'burg B'men.	
7th Sept. (NDL) S.S. "Isar"	9th Oct. Mar., C'blanca, G'gow, Harve, L'don, A'dam, R'dam, H'burg, Bremen.	
13th Sept. (HAI) M.S. "Burgeland"	14th Oct. Genoa, Marseilles, R'dam, H'burg.	

Hongkong/New Guinea service: S.S. "BREMERHAVEN" 20th September, 1932, to RABAU and ports.

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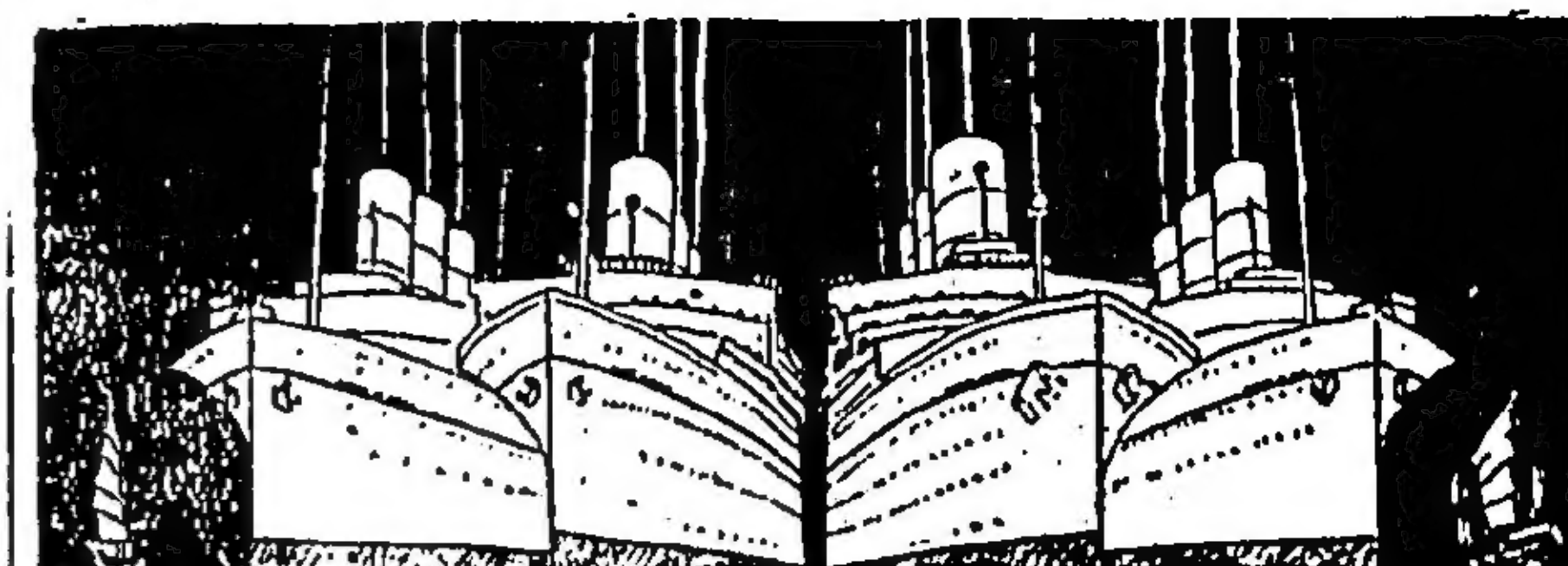
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Empr. of Japan	Aug. 26	Aug. 29	Aug. 31	Sept. 2	Sept. 4	Sept. 6	Sept. 13
Empr. of Asia	Sept. 9	Sept. 12	Sept. 13	Sept. 15	Sept. 17	Sept. 19	Sept. 26
Empr. of Canada	Sept. 23	Sept. 26	Sept. 27	Sept. 29	Sept. 30	Oct. 2	Oct. 11
Empr. of Russia	Oct. 7	Oct. 10	Oct. 11	Oct. 13	Oct. 15	Oct. 17	Oct. 24
Empr. of Japan	Oct. 21	Oct. 24	Oct. 25	Oct. 27	Oct. 29	Nov. 1	Nov. 8
Empr. of Asia	Nov. 4	Nov. 7	Nov. 8	Nov. 10	Nov. 12	Nov. 14	Nov. 21
Empr. of Canada	Nov. 18	Nov. 21	Nov. 22	Nov. 24	Nov. 26	Nov. 28	Dec. 5
Empr. of Russia	Dec. 2	Dec. 5	Dec. 6	Dec. 8	Dec. 10	Dec. 12	Dec. 19

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Attractive reduced fares to Japan
 and return.

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 Talyo Maru Wednesday, 24th Aug.
 Asama Maru Wed., 7th Sept.
 Seattle, Vancouver via Shanghai & Japan Ports.
 Kiyo Maru Tuesday, 30th August.
 Heian Maru Tuesday, 13th Sept.
 London, Marseilles, Antwerp & Rotterdam via
 Singapore, Penang, Colombo & Suez.
 Kashima Maru Saturday, 20th Aug.
 Yasukuni Maru Friday, 2nd Sept.
 Sydney & Melbourne via Manila & Ports.
 Kitano Maru Saturday, 27th Aug.
 Atsuta Maru Saturday, 24th Sept.
 Bombay via Singapore, Penang & Colombo.
 Tokushima Maru Monday, 29th August.
 Kaga Maru Sunday, 11th Sept.
 South America (West Coast) via Japan, Honolulu,
 Los Angeles, Mexico & Panama.
 Helyo Maru Tuesday, 18th Sept.
 New York, Boston via Panama.
 Liverpool via Port Said, Beyruth, Istanbul, Piraeus,
 Genoa & Valencia.
 Lyons Maru Tuesday, 20th Sept.
 Calcutta via Singapore, Penang & Rangoon.
 Malacca Maru Monday, 29th August.
 Ranroon Maru Thurs., 8th Sept.
 Shanghai, Kobe & Yokohama.
 Suwa Maru Saturday, 20th Aug.
 Hakodate Maru Sat., 27th Aug.
 Tango Maru (Kobe direct) Monday, 29th Aug.
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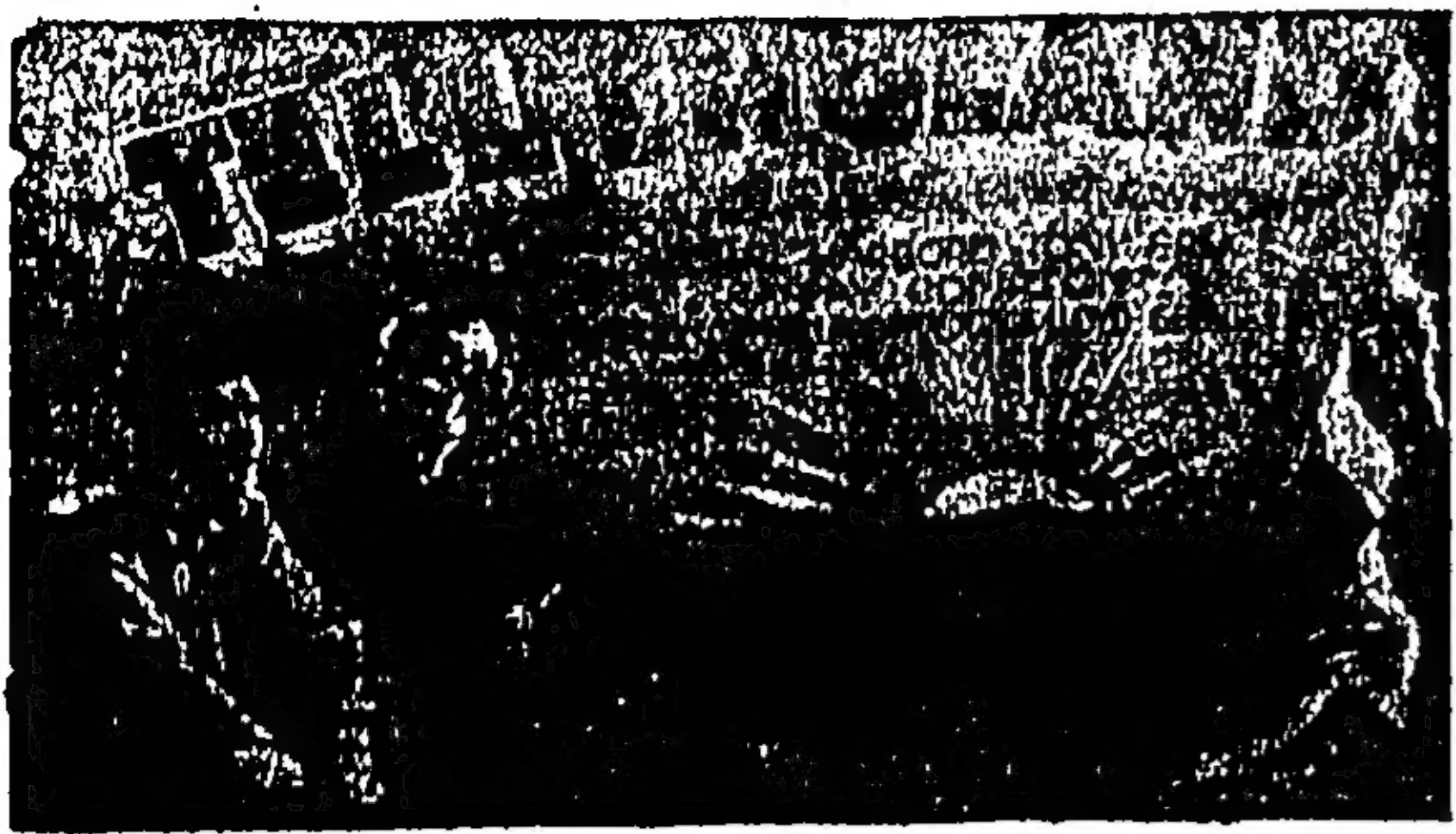
Athos II 30th Aug.	Portos 30th Aug.
D'Artagnan 13th Sept.	Chenonceaux 12th Sept.
A. Lebon 27th Sept.	Athos II 27th Sept.
Felix Roussel 11th Oct.	D'Artagnan 11th Oct.
C. Metzinger 26th Oct.	A. Lebon 25th Oct.
Angkor 9th Nov.	F. Roussel 8th Nov.
Chenonceaux 23rd Nov.	C. Metzinger 22nd Nov.
Athos II 7th Dec.	Angkor 6th Dec.
D'Artagnan 21st Dec.	Chenonceaux 3rd Jan.
Athos II 4th Jan.	

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THE NOULENS CASE

DEFENDANTS GUILTY OF COMMUNIST ACTIVITIES

Nanking, Aug. 19.

The Higher Court has found Mr. and Mrs. Noulens guilty and under the Chinese Government emergency laws both have been sentenced to death. In accordance with the general amnesty, however, the sentence has been commuted to life imprisonment.

It is believed that the Noulens will appeal to the Supreme Court. —Reuter.

Mr. and Mrs. Noulens, who claim that their name is Rugg, and that they are wrongly identified as Noulens, were arrested at Shanghai, as the result of discoveries following the arrests of alleged Reds in Singapore and Hongkong many months ago. They protested against their transfer to Nanking for trial, also against the Chinese refusal to allow foreign lawyers to defend them. Individuals and societies in China and abroad demanded their release. Mrs. Sun Yat-sen was very active in these demands. The couple have a young son whose plight has evoked much pity.

LEAP YEAR BRIDE

(Continued from Page 3.)

Afterward they washed the dishes and put them away. It was too late and they were too tired to plan anything else for the evening.

Cherry did not even remember to tell Dan about her meeting with Max Pearson.

The week that followed was the busiest, the most exhausting and the most disappointing. Cherry Phillips had ever known. She had much to learn and to unlearn. She found that trying to prepare the sort of meals she would have ordered in a hotel dining room was a mistake. Simple food and simple recipes were best with the limited facilities of the tiny kitchen.

There were mornings when the milk was sour for breakfast because Cherry had forgotten to order it. There were evenings when the chops were like rubber, the potatoes underdone and the dessert hopeless. The day Cherry undertook to bake a lemon pie was an experience that eventually was to seem amusing but, when it happened, was burning torture.

A bright spot in the week was the visit Sarah O'Fallon paid the apartment. For one thing, Sarah insisted on taking off her coat and stirring up a batch of muffins. She showed Cherry exactly how to do it. Sarah had practical suggestions galore and all of them proved helpful.

Cherry's housekeeping improved. They had been in the apartment 40 days when Dan suggested casually, "Mind if I ask Max to come out tomorrow evening?"

Cherry said, "Of course not. Ask him for dinner."

It was Max who called next day to say the invitation had been eagerly accepted. It was a rainy, dismal morning. Cherry, looking out the window, was pensive at the prospect of spending the evening at home. She was pensive at the thought of seeing Pearson again. She did not dream that so long

CONSIGNEES' NOTICE.

N. Y. K. LINE.
(NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.

The Steamship,

"SUWA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 20th August, 1932, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesday and Fridays, at 2.30 p.m. within the free storage period. For the examination of damaged dutiable goods, the consignees must arrange for a Revenue Officer to be present.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA.
Hongkong, 19th August, 1932.

PILSENER LAGER BEER.

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as she lived she was never to forget that night.
(To be continued)

CONSIGNEES' NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

The Steamship, "DOCTEUR PIERRE BENOIT" Arrived Hongkong on Monday, the 15th August, 1932. From DUNKIRK, ANTWERP, LONDON, ROTTERDAM & via SHANGHAI.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Godown Wharf and Godown Co. Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday, the 25th August, 1932, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs.—Goddard and Douglas at 10.00 a.m. on Monday, the 22nd August, 1932. Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's Surveyors.

No claims will be admitted after the goods have left the Godowns. No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.

Hongkong, 15th August, 1932.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"CHENONCEAUX"

Arrived Hongkong on Tuesday, the 15th August, 1932. From MARSEILLES &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Godown Wharf and Godown Co. Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Friday, the 25th August, 1932, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs.—Goddard and Douglas at 10.00 a.m. on Tuesday, the 23rd August, 1932. Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's Surveyors.

No claims will be admitted after the goods have left the Godowns. No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.

Hongkong, 16th August, 1932.

CANTON AGENTS

for

The Hongkong Telegraph.

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(Nr. British Bridge).

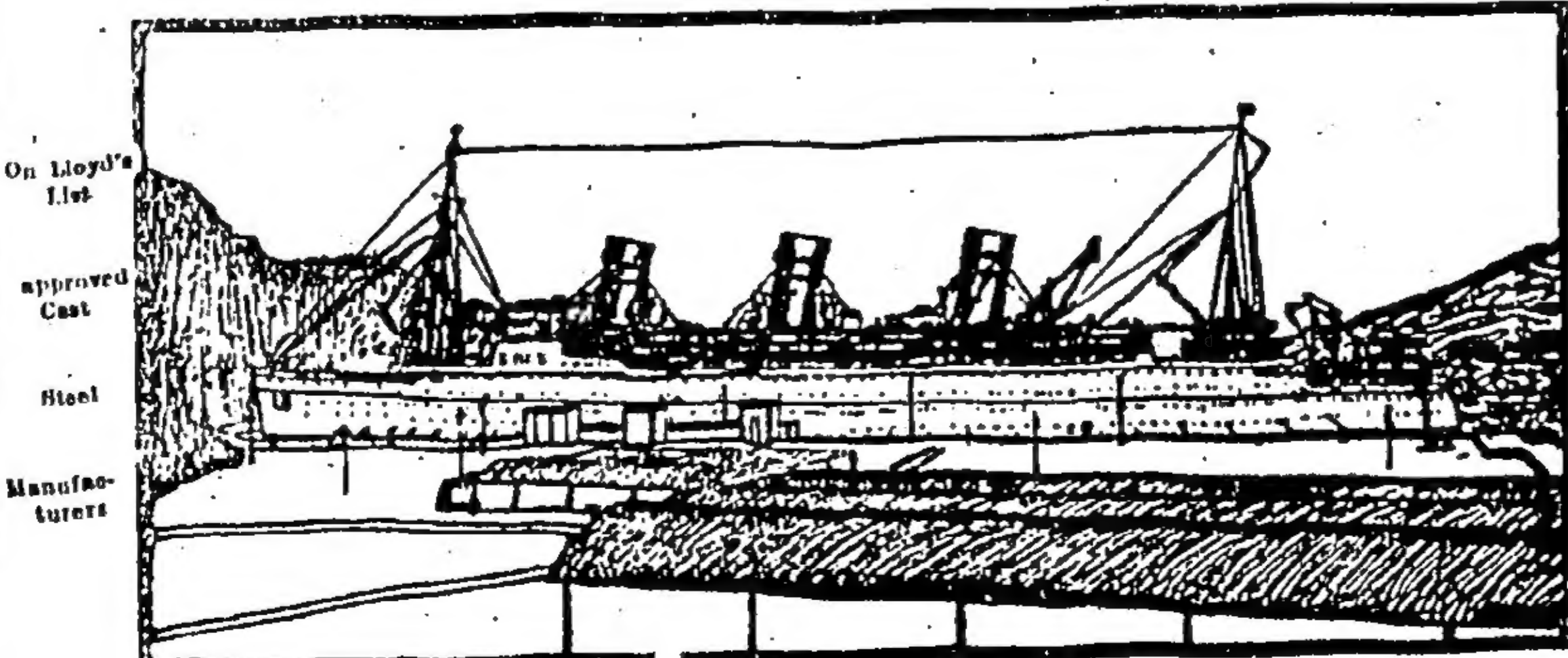
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In No. 1 Dock. Ship Dimensions:—466'0" O. A. X 83'0" X 48'6" Mid. 28,000 tons Gross.

The dimensions of No. 1 Dock are 700'0" X 88'0" X 80'6" Over all, H.W. O.S.T. Salvage Tug "Henry Kenwick" 2,000 I.H.P. Wireless Call Signal V.P.B.T. and Flag Call Signal, T.H.Q.B. Sheerlegs capable of lifting 80 tons. Codes Used: A1, A.B.C. Fifth Edition: Engineering, First and Second Edition. Western Union. Bentley and Watkins.

Kindly send enquiries to the Chief Manager, R. M. Dyer, C.B.E., B.Sc., M.I.N.A., Kowloon Docks, Hongkong.

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Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea Egypt, Constantinople, Greece, Levantine Ports, Europe Etc.

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(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
*KIDDERPORE	5,300	24th Aug.	Straits, Colombo & B'way
*RANPUA	17,100	27 Aug. noon	Marseilles & London
*BURDWAN	6,500	3rd Sept.	B'way, M'les, L'don, Havre, H'burg, Rotterdam A'werp & Hull
MALWA	11,400	10th Sept.	Bombay, M'les & L'don
RANCHI	17,000	24th Sept.	Marseilles & London
CARTHAGE	14,000	8th Oct.	B'way, M'les & L'don
*SOMALI	6,800	15th Oct.	M'les, L'don, Havre, H'burg, Rotterdam Antwerp & Hull

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SANTHA	8,000	31st Aug.	S'pore, Penang & Calcutta
TAKADA	7,000	17th Sept.	S'pore, Penang & Calcutta
SIRDIHANA	8,000	3rd Oct.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	7,000	2nd Sept	{ Manila, Rabaul, Brisbane, Sydney and Melbourne.
NANKIN	7,000	1st Oct.	
NELLORE	7,000	2nd Nov.	

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
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The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

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CHEAP SUMMER TRIPS TO JAPAN—JUNE TO SEPT.

S. S.	Tons	25th Aug.	S'hai, Kobe & Yoko
RANCHI	17,000	25th Aug.	Amoy, S'hai, Moji, Kobe & Osaka
TAKADA	7,000	25th Aug.	Amoy, S'hai, Moji, Kobe & Osaka
INOVARA	7,000	2nd Sept.	S'hai, Moji, Kobe & Yoko
NANKIN	7,000	5th Sept.	S'hai, Moji, Kobe, Osaka & Yoko
SOMALI	6,800	6th Sept.	S'hai, Kobe & Yoko
SIRDIHANA	8,000	8th Sept.	Amoy, Moji, Kobe & Yoko
CARTHAGE	14,000	8th Sept.	S'hai, Kobe & Yoko
NAGOYA	—	21st Sept.	S'hai, Moji, Kobe & Yoko
NALDERA	16,000	22nd Sept.	S'hai, Moji, Kobe & Yoko

*Cargo only.

All dates are approximate and subject to attention without notice. Parcels Measuring not more than 5 c.ft. will be received at the Co.'s Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & CO., Agents.
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Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 7/6 RETURN LONDON (via Australia) from £186/15/6. (Australian Newspapers on file).

STEAMER	Due H'Kong	Leaves H'Kong	Leaves Manila	Due Sydney
CHANGTE	In Port	Aug. 23rd	Aug. 28th	Sept. 11th
TAIPIING	Sept. 13th	Sept. 20th	Sept. 23rd	Oct. 9th
CHANGTE	Oct. 14th	Oct. 21st	Oct. 24th	Nov. 6th
TAIPIING	Nov. 11th	Nov. 18th	Nov. 21st	Dec. 7th

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SHOWING TO-DAY

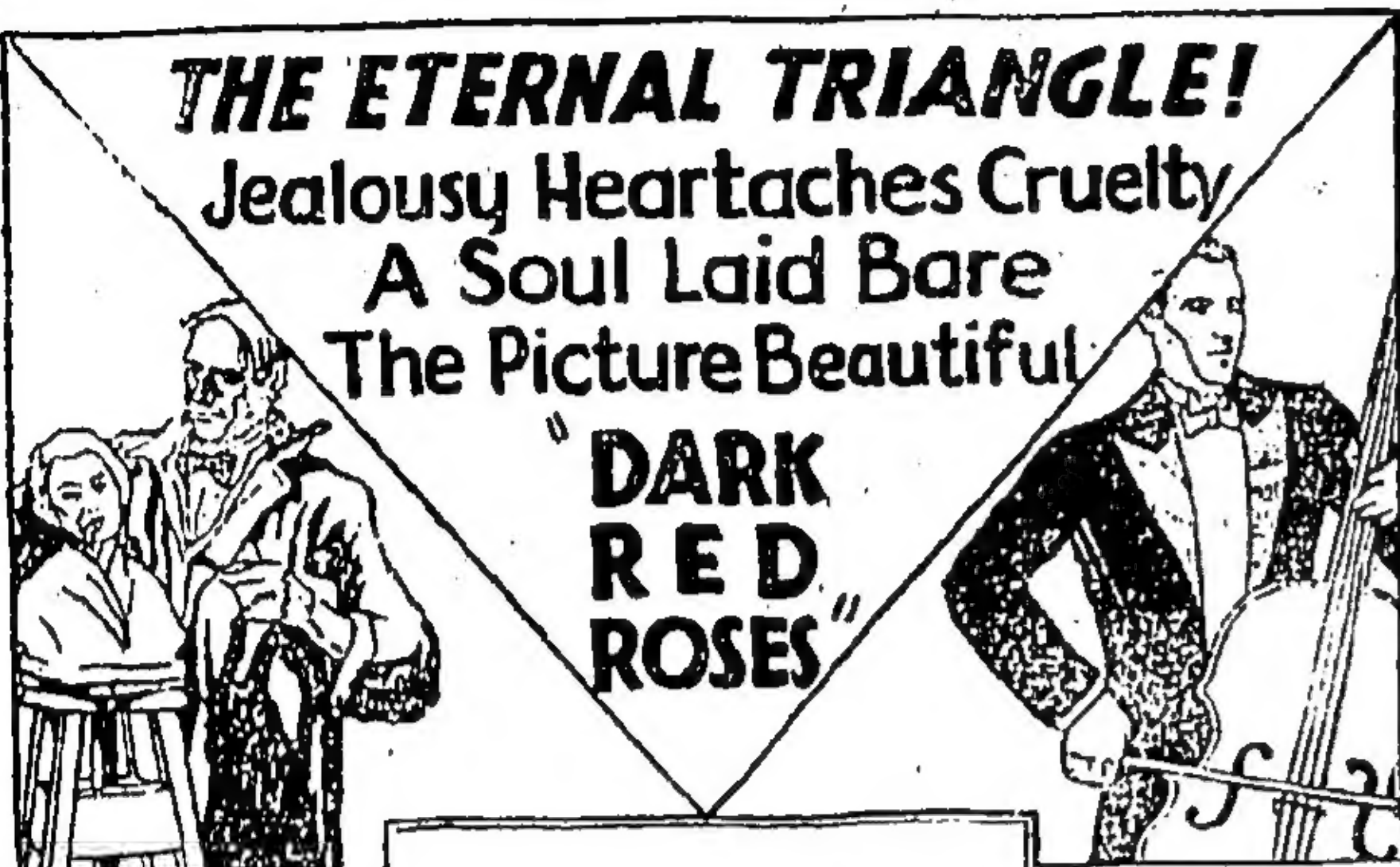
At 2.30, 5.15, 7.15 & 9.30.

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TWO BIG PICTURES IN ONE SHOW.

A BRAND NEW WONDERFUL TALKIE PRODUCED BY THE BRITISH SOUND FILMS, LTD.

AN ASTOUNDING DRAMA OF LIFE, HUMAN ROMANCE, SUSPENSE, INTRIGUE.



THE ETERNAL TRIANGLE!
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WITH AN ALL STAR CAST INCLUDING STEWART ROME, FRANCES DOBLE & HUGH EDEN.

— ALSO —

THE
WONDER
FILM**"INGAGI"**THE
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A RECORD OF ADVENTURE, OF TRAVEL IN THE HEART OF EQUATORIAL AFRICA, WITH THRILLS THAT HAS NEVER BEEN SEEN BEFORE IN A SIMILAR PICTURE & WITH A GRAND CULMINATING CLIMAX, THE DISCOVERY OF CREATURES, HALF HUMAN, HALF APE IN THE WILDEST JUNGLES OF THE GORILLA COUNTRY.

— SHOWING SOON —

THE LATEST 1932 UNITED ARTISTS SPECIAL FEATURE.

CHESTER MORRIS

— IN —

"CORSAIR"**MAJESTIC****"Strangers in Love"**A Paramount Picture
with FREDRIC MARCH
KAY FRANCISTO-DAY
ONLY

At 2.30, 5.20, 7.20 & 9.20 P.M.

HE WAS A BLACK
 SHEEP BUT HE
 TURNED WHITE!

..... After he found it was
 nicer to be home with a lot
 of loving to do; Than to
 roam with a lot of explaining
 to do.

GARDEN THEATRE

LAST 2 PERFORMANCES TO-NIGHT 7.30 & 9.30
 THE BIG SCREAMING COMEDY THAT KEEPS YOU IN A
 CONTINUAL ROAR OF LAUGHTER.



"THE LOVE PARADE"
 MAURICE CHEVALIER
 JEANETTE MACDONALD

OVER 2,000 SEATS—SAME BARGAIN PRICES.
 Stalls 35 Cts. Circle 50 Cts. Box Seats \$1.00. WE PAY TAX.

ATHLETICS OUTHIT
INDIANSTake Double-Header While
Yankees Drop a Game

New York, Aug. 19. New York Yankees shared a double-header with Detroit to-day, winning the nightcap. Ruth, Combs and Ruffing hit home runs for the Yanks and Bogell and Hayworth for the Tigers. Haas and Watkins scored circuit clouts for their sides while Mungo (Brooklyn) pitched airtight ball against Cincinnati. Results:

NATIONAL LEAGUE.

Chicago	5	9	3
Boston	6	14	1
Cincinnati	0	6	1
Brooklyn	6	12	2
Pittsburgh	4	14	3
New York	10	13	0
St. Louis	5	13	1
Philadelphia	4	9	0

AMERICAN LEAGUE.

New York	3	9	1
Detroit	4	9	0
New York	6	10	1
Detroit	5	8	0
Philadelphia	9	12	0
Cleveland	7	10	2
Philadelphia	3	7	1
Cleveland	2	7	0
Washington	4	8	1
Chicago	3	6	4
Washington	3	5	0
Chicago	1	5	2

— Reuter.

MISSING PLANTERS

AIRMAN LEAVES CALCUTTA
TO JOIN SEARCH

Calcutta, Aug. 19. Mr. Raynham, Managing Director of the India Air Survey Company, is leaving for Rangoon to-morrow on his way to Bangkok to search for the Malayan planters, Salt and Taylor, who set out to fly to England but have been missing for a week.

Commander Hall of the Royal Australian Navy, who is on a flight from England to Australia, has landed at Dum Dum in a Hermes Bluebird machine. — Reuter.

FORESHORE
RIGHTSGovernment's New
Ordinance

EXTENSIVE POWERS

Important provisions affecting foreshore rights are contained in the draft of an Ordinance to authorise and validate the construction and maintenance of piers, reclamations and other public works in connexion with the foreshore and sea bed or Crown land covered with water. It is explained in the Objects and Reasons that some of the extensive reclamations and Government pier constructions carried out in the past have been undertaken under statutory authority such as the Praya Reclamation Ordinance, 1889, the Foreshores and Sea Bed Ordinance, 1901, the Harbour of Refuge Ordinance, 1909, and the Praya East Reclamation Ordinance, 1921.

VEHICULAR FERRY.

The decision to construct piers in connexion with the proposed establishment of a Ferry Service for vehicles as well as passengers, which has been recently authorised by resolution in the Legislative Council, renders it desirable to make statutory provision for such work as well as for other public works affecting the foreshore and sea bed.

Section 6 of the Ordinance provides that all public and private rights of navigation or fishing, and all public and private rights (if any) in, upon and over such portions of the foreshore, sea bed and land as are or shall be occupied by such works, are hereby extinguished and shall be deemed to have ceased to exist prior to the commencement of the said works.

Provided that in the case of temporary works all such public and private rights shall be deemed to be in abeyance only for so long as such works remain in existence.

COMPENSATION CLAIMS.

Section 8 makes the following provisions in respect of claims: Any person intending to make

CURTIS STILL DRY.

VICE PRESIDENT OPPOSED
TO REPEAL PLAN

Topeka, Kan., Aug. 19. The Vice President, Mr. Charles Curtis in accepting the Republican nomination for re-election to the Vice Presidency, announced his opposition to the repeal of prohibition, thus differing from the Republican plank and Mr. Hoover, who urges the submission of the question to State option. — Reuter's Special Service.

any claim in respect of the extinguishment or alleged extinguishment, under this Ordinance, of any private right, or in respect of any injurious affection of any property by reason of any authorised works, shall deliver to the Director of Public Works within three months from the publication in the Gazette of the notification of approval but not thereafter, a written claim stating the nature and particulars of the alleged private right, and the amount which he seeks to recover.

POSSIBLE COMPROMISE.

The Governor may, if he thinks fit, enter into an agreement with any claimant for the compromise or settlement of any claim.

In the Governor makes no acceptable offer of settlement or compromise within two months of such delivery of the written claim the claimant may within three months of such delivery notify the Director of Public Works that he desires a reference to a judge; and the Governor shall thereupon refer the claim with the particulars thereof to such one of the judges as the judges may mutually arrange.

NO. APPEAL.

Such judge shall hear any evidence which either the Director of Public Works or the claimant may wish to tender and, if so desired hear counsel or solicitor on behalf of the Crown and the claimant, and shall determine the amount of compensation, if any, to be paid to any such claimant, and may award costs in his discretion either for or against the Crown or for or against any party claiming compensation, such costs in case of difference to be taxed by the Registrar of the Supreme Court.

No appeal shall lie from any award or decision of a judge under this section.

KING'S THEATRE

The British Screen's finest drama of the turf from the pen of Edgar Wallace with Britain's famous stage stars.



EDGAR WALLACE'S GREAT RACING DRAMA.

The Calendarwith
HERBERT MARSHALL & EDNA BEST**ORIENTAL THEATRE**

STARRING
GARY COOPER
 CLAUDETTE COLBERT

A Paramount Picture

TO-MORROW
THE SPYwith
Kay Johnson
Neil Hamilton

A FOX PICTURE

TO-MORROW
JACK OAKIE**"DUDE RANCH"**with
JUNE COLLYER
STUART ERWIN
MITZI GREEN

A Paramount Picture

QUEEN'S THEATRE

Final Showings To-day at 2.30, 5.10, 7.15 & 9.20

WARNERBROS. Present

The LIFE OF THE PARTYWith
WINNIE LIGHTNERThe Saddest American Year
for a Really Funny Comedy
ScreenplayYou'll Know Why When You
See Her in 'The Life of the Party'
at Broadway Theatre
in 20 MinutesAN ALL-
COLOUR
FUN FEST!

TO-MORROW

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A Metro-Goldwyn-Mayer Production

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AT THE
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at 2.30, 5.20, 7.20 & 9.20

Metro-Goldwyn-Mayer's Epic of Love and Horse-Racing

"SPORTING BLOOD"

with CLARK GABLE

AT THE
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at 2.30, 5.15, 7.15 & 9.20**NORMA SHEARER**

in Metro-Goldwyn-Mayer's Production

"STRANGERS MAY KISS"**THE CLOVER FLOWER SHOP**

wishes to announce the opening of their
GIFT SECTION
 where may be found distinctive and
 unusual
GIFT SELECTIONS.

SEE THE NEW—
CELLULOID HANDBAGS.Cigarette and Vanity Cases and Many
Novelties.Suitable for Bridge Prizes and
Birthday Presents.**GLOUCESTER ARCADE.**